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EXCURSION TO MACAO

SUNDAY, 19th AUGUST, 1934

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RESCUED AT LAST!

Admiral Byrd Safe

Washington, Aug. 12. Admiral Richard Byrd, the famous polar explorer, has at last been rescued from the observation hut in which he passed the winter alone. Admiral Byrd has been separated from his Antarctic Expedition's main base on the Bay of Whales by a succession of violent blizzards which have made attempts to traverse the 123 miles from the main camp impossible until the last few days.



Richard Byrd, the well-known American flyer and explorer.

The good news is contained in a message received by the National Geographical Association from Little America.

The message added that Admiral Byrd was thin and weak after his ordeal, but retained his good spirits.

The rescue party, under Dr. Thomas Poulter, left Little America on August 8. They had twice previously been turned back by storms and other mishaps.—*Reuter.*

DEATH IN BERLIN

A Former Lord Chamberlain

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

Berlin, Aug. 13. The former Lord Chamberlain and Master of Ceremonies of the ex-Kaiser, Friedrich von Reischach, died here on Sunday night, a few days before the eightieth anniversary of his birthday.—*Transocean Kuo Min.*

FRENCH EXPORTS

State Credit Guarantee

(Special to the "Hong Kong Daily Press")

Paris, August 12. The newspaper "Journal Industriel" reports that the Cabinet Council has resolved to grant a state credit guarantee for French exports to Soviet Russia. While this organ of French heavy industry is pleased at the diminished risk incurred by the French industrialists, the strongest exception is taken to the freedom granted to the Soviet agents in France. These, according to the paper, would continue their subversive activities unhindered. The paper declares that everywhere in the country the joint Marxist-Front stages more or less noisy demonstrations at which the Government and the regime are dragged into the mire. The Socialist and the Communist internationales vigorously carry out their acts of sedition without the authorities intervening. Carelessness might be excused sometimes but the day will come when certain tragic fouls can no longer be pardoned.—*Transocean Kuo Min.*

ABDUL KRIM IN EXILE

Probable Recall To French Morocco

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

Paris, Aug. 13. A French news agency reports that Abdul Krim, leader of the insurrectionists in Morocco, will be given permission at an early date to return to the French Morocco zone.

Abdul Krim, so it is further reported, during his eight years in exile, has turned towards French civilisation and it is believed that his presence in the newly subjected territory will have beneficial effects.

At any rate, discussions regarding Abdul Krim are under way between the French Resident and High Commissioner in Morocco.—*Transocean Kuo Min.*

TRAIN MISHAP

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

Berlin, Aug. 12. Two were killed and 160 injured in a railway collision at the station hall on the Hase on Monday. The investigation seems to indicate that the accident was due to a mistake in signalling.—*Transocean Kuo Min.*

DIARY OF LOCAL EVENTS

To-day

Cinemas

King's:—"The Invisible Man"
Queen's:—"Manhattan Melodrama"
Central:—"We're Not Dressing"
Oriental:—"Going Hollywood"
World:—"Air Armada"
Alhambra:—"Hello Sister"
Majestic:—"The Animal Kingdom"
Star:—"It's A Boy"

Miscellaneous.—Rotary Club Tiffin, Hongkong Hotel Roof Garden; Whist Drives (Ladies), Police Recreation Club, Happy Valley, 3.30 p.m.; Garrison Lecture Hall, 8 p.m.

Moon.—VII Moon, 5th Day.
Principal Malls.
Outward Air Mail for Europe by D'Armaghan 10.30 a.m.; Steamer 11.30 a.m.

Sports.
Aquatics.—Interport Trials (V.R.C.), 8 p.m.

Golf.—Royal Hongkong Golf Club Ladies' Section, L. G. U. monthly medal competition (New Course, Fanling).
Lawn Bowls.—Singles Championship, A. W. Grimmett v. R. Basa (Kowloon B.G.C. green), 5.15 p.m.

Sunrise.—5.59 a.m. Sunset.—6.56 p.m.

Tides.—High at 11.18; Low at 4.19 and 17.54.

WEDNESDAY, AUGUST 15.

Auctions.—Lambert's Sale of Household Furniture, etc., 27B Nathan Road, Kowloon, 10.30 a.m.; China Auctions' Sale of Steam Launch Tung Tai No. 3, Crane Barge and Machinery, specified in schedule annexed to Bill of Sale No. 56 of 1933, Sales Room, 11 a.m.

Cinemas.
King's:—"The Invisible Man"
Queen's:—"Manhattan Melodrama"
Central:—"Way Back Home"
Oriental:—"Men of Chance"
World:—"Night Birds"
Alhambra:—"Hello Sister"
Majestic:—"The Animal Kingdom"
Star:—"Silver Dollar"

Meetings.
Kowloon Union Church Women's Guild, 10 a.m.

Miscellaneous.
Whist Drive, Seamen's Institute, 9 p.m.

Presentation of "Certificates to Graduates of Yung Wo Hospital by Lady Southorn, 5 p.m.

Moon.—VII Moon, 6th Day.
Principal Malls.
Outward for America and Europe via Siberia by Tatsuta Maru, 8.30 a.m.; for Europe via Suez by Memnon, 2.30 p.m.

Sports.
Lawn Bowls.—Singles Championship, V. Petherick v. T. F. Stainton (Craigengower C.C. green), 5.15 p.m.

Sunrise.—6.00 a.m. Sunset.—6.55 p.m.

Tides.—High at 6.18 and 11.52; Low at 5.33 and 18.20.



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AUTOCAR ROAD TESTS

Austin Twelve-six Sports Tourer

Strength is the characteristic of the larger Austin models, and the Twelve-Six sports tourer is no exception. This is not to say that the car is unduly heavy, for it weighs 20 cwt. But the whole construction of the car is substantial, and the performance which gives has not been obtained by the use of a small chassis and "egg-shell" coachwork.

In the first place, it has a four-door body, now becoming something of a rarity in the small or medium-sized sports-type car. This gives a clue to the fact that it is perfectly feasible to carry four adult persons in the car, and the rear seats are of sufficient width for the inclusion of a full-length permanent arm-rest in the centre, built into the upholstery. And, incidentally, including a pocket which houses the tyre pump.

On the occasion of the test, the car was taken to North Wales with three persons on board, while the fourth seat was used for the accommodation of luggage. A criticism occurs here, for the rear seats have very deep cushions, which cause the seating position to be on the high side. It says a great deal for the comfort of the springing that for almost the entire journey the rear passenger elected to sit on a thin, ordinary cushion, in order to take advantage of the protection of the screen, and felt no undue discomfort from road shocks. In this comfort the arm-rest plays a very large part, while the body sides are deep enough to give excellent protection when the passenger sits low.

Pleasant Drive

With the hood erected there is still plenty of headroom in both front and rear seats, and driving in rain was quite pleasant. A single screen-wiper is fitted, and the screen will either fold forward flat or open outwards. The side-curtains have well-designed flaps, secured by fasteners in either the open or the shut position. The back panel of the hood is extended round the rear quarters, and the side-curtains themselves are in four parts.

The car was taken over many rough roads in the Welsh mountains, yet, in spite of the shaking it often received, not a body squeak or rattle of any kind developed. The wings, which are of considerable solidity, remained equally firm. Great credit is due to the car in this respect, for some of those roads were of the genuine trials variety.

The famous Alt-y-Baby Hill, near Llangollen, was climbed without difficulty, though the hand ignition control was found useful in preventing "pinkings." Useful performance is available in both second and third gears, and, indeed, in hilly country the car handles very pleasantly. The pressure remained steady, and no signs of overheating developed even on long passages.

The driving position is good, and needs little adjustment for drivers of widely varying heights, and in the game way the forward vision is exceptionally good, chiefly owing to the fact that unnecessary wind scoops are absent. The springs of the upholstery, however, were found to be somewhat hard during a long journey.

Gear Change

The gear change is simplicity itself. A synchromesh mechanism is used for third and top gears, and with its use the gears can be changed either slowly or quickly according to the occasion demands. Change down from third to second, with no synchromesh, and from second to first, also presents no difficulty. The gears are reasonably quiet both on the drive and on the overrun.

The steering is light and positive, either on fast bends on the "road" or on hairpins in the mountains easy control was possible. The general road-holding above the average. Hydraulic shock absorbers are used in front, and friction at the rear. The brakes are steady and efficient in their action.

The model tested had the 130 h.p. 1490 c.c. six-cylinder engine, the larger 155 h.p. engine is available if desired without

extra cost. An excellent point is the accuracy of the speedometer, and in the maximum speed test on Brooklands track 70.31 m.p.h. was maintained for a quarter of a mile with the assistance of the wind, as compared with 68.13 m.p.h. mean speed taken in both directions.

The sports engine as fitted to these models has a higher compression ratio, a special induction and exhaust manifold with a single down-draught carburettor and a high-lift camshaft; and on the long, straight stretches of Watling Street it was found possible to cover mile after mile at 50-55 m.p.h.—not perhaps a very startling speed, but one maintained without the slightest feeling of effort.

Sturdy Build

This is one of the great points of the car, the sturdy build and steady springing lending themselves to high averages without fatigue. Indeed, had only two persons been in the car it would have been possible to cruise at an even higher speed, but it is always rather hard on rear-seat passengers to travel really fast, though, as far as the car is concerned, it is obvious that additional weight means nothing.

The engine starts easily, and the lights are excellent, while the dipping control at the centre of the steering column comes readily to hand, as does the ignition control. A automatic governor for the advance and retard is also provided. Direction indicators on an open car are scarcely necessary, but they are provided for use if desired. The battery is accessibly housed in the dash, and the tools are also stowed in a locker in the dash, where all the separate oddments—for instance, the jack, jack handle, and so forth—are wrapped in small leather cases, an arrangement which certainly prevents rattle.

Generally speaking, the Austin Twelve-Six sports tourer is a car eminently suitable, apart from its main road charm, for one who lives in rough, hilly places, who has little time or facility for constant adjustment, frequently carries more than two persons, and who likes an open car.

ACE DISC WHEEL IMPROVEMENT

In order to remove the only blemish upon the clean and unbroken surface of the Ace Super Wheel Discs, that is, a small trap door hitherto necessary for gaining access to the valve of the pneumatic, the makers have produced, in co-operation with A. Schrader's Son, Inc., an ingenious valve extension. With the latest type of Ace disc, therefore, all that is visible is a tiny valve cap partly counter-sunk into the face not far out from the hub cap. When this cap is unscrewed a nipple ready for the tyre pump or pressure gauge, is at once disclosed. By means of this nipple the tyre can be inflated or deflated in the ordinary way. In detail, the device is quite simple: it consists of an extension tube of copper, one end of which is permanently attached to the normal tyre valve by a union nut. Passing through the tube is a stainless steel flexible core, which couples the stem of the valve to a second valve in the free end of the extension tube. This free end passes through a small fork-shaped anchorage lug on the side of the Ace disc mounting, and terminates in a small flange with a screw-threaded extension which passes through the disc itself when the latter is placed in position. In the face of the disc a shallow recess is pressed, and into this socket a fibre washer is placed. A screwed collar is then clamped down and makes the whole fitting solid, resulting in a good "creep stop" for both the disc and the extension. The outside portion of the collar is recessed so that the valve cap itself is partly concealed.

In order to avoid any possible confusion when the discs are first fitted to the wheels, an arrow on the disc mounting is marked "fit opposite valve," and in this position the bend of the extension is correct for the anchorage lug.

TOLL OF THE ROAD

2,553 Killed In 19 Weeks

(Special Air Mail Service)

London, July 28.

The Ministry of Transport's return of deaths and injuries from road accidents for the week ended July 21, issued yesterday, showed that 143 persons were killed or had died as the result of accidents occurring in previous weeks, and 5,262 were injured.

The return was as follows:—

	Killed	Injured
England	94	21
Wales	9	2
Scotland	11	6
	114	29
		5,262

A comparison with the previous week showed that, while the total number of killed was the same, the injured had gone down from 5,582 to 5,262—a reduction of 320.

The totals for the 19 weeks from March 11 to July 21 were:—England, 2,178 died, 77,001 injured; Wales, 119 died, 3,433 injured; Scotland, 258 died, 7,484 injured; totals for Great Britain, 2,553 died, 87,918 injured.

For the week ended July 14 the respective totals were:—England, 124 died, 4,803 injured; Wales, six died, 237 injured; Scotland 13 died, 642 injured—Great Britain, 143 died, 5,582 injured.

In the week ended July 21 the figures were:—England, 115 died, 4,575 injured; Wales, 11 died, 328 injured; Scotland, 17 died 459 injured.

Metropolitan Area

So far as London is concerned it is noteworthy that during the past three weeks the number of killed in the Metropolitan area showed a decrease from five to three per day, while there was not one fatality in the City, the number of injured being 16, eight, and seven respectively. The figures for the Metropolitan district are of particular significance in view of the introduction on July 9 of the new experimental pedestrian crossings at uncontrolled junctions (points at which there are neither traffic police on duty nor automatic signals). Only one case of minor injury was reported during the two weeks, indicating that pedestrians as well as motorists are exercising greater care as a result of the efforts of the authorities to regulate the method of crossing the roads.

During the 19 weeks to July 21 the police districts having the highest totals included:—

	Died	Injured
England:—		
Metropolitan	511	22,548
Lancaster County	99	3,181
West Riding	89	2,140
Stafford County	65	1,842
Kent	61	1,796
Durham County	60	1,272

	Died	Injured
Wales:—		
Glamorgan County	37	1,099
Flintshire	15	291
Denbighshire	13	227

	Died	Injured
Scotland:—		
Glasgow	43	2,098
Lanark County	27	539
Edinburgh	18	493

On the other hand the return reveals a number of places in which there were no fatalities during the whole of the period, including:—

England: Congleton, Macclesfield and Staleybridge, Hartlepool and Sunderland, Winchester, Margate, Accrington, Bacup, Burnley, Clitheroe, Kings Lynn, Rath, Kidderminster, and Dewsbury.

Scotland: Arv, Dumbarton, Hamilton, Paisley, Ross and Cromarty, Selkirkshire and Zetland County.

LUCKY ESCAPE

Skids After Beating Record

(Special Air Mail Service)

London, July 28.

Mrs. G. M. Stewart the British motor racing driver—the "fastest woman on earth"—had a narrow escape from death at Montlhéry yesterday after breaking the record for the fastest speed on the track with an average speed of about 143.65 miles an hour.

She was travelling at about 125 miles an hour when her car skid-

MOTOR JOTTINGS

REAR VISIBILITY ESSENTIAL

Properly Adjusted Driving Mirror

Designers pay meticulous attention to-day to the arrangement of windcreens and windscreen pillars, so that most cars provide reasonable visibility ahead, but what of the view behind?

Lacking eyes in the back of his head, the motorist uses a mirror above windscreen, so arranged as to reflect a view of the roadway and the vehicles behind. This mirror usually rotates on a universal-joint type of mounting which enables the driver to adjust it to suit his own requirements. The mirror should always reflect the maximum area of road surface, for upon the driver's knowledge of conditions behind depends, very often, the action he shall take about traffic in front.

Adjustment

To adjust the mirror for maximum road reflection, take up your normal driving position and then ask some one else to tilt the mirror up and down and then sideways, while you watch the effect. It will be found that the best rearward view is obtained when the lower edge of the mirror just to reflect the bottom edge of the rear window. This adjustment should allow you to see the front wheels of a car behind when it is 35 to 40 yards away. So far as side adjustment is concerned, the ideal position is one which reflects the maximum area of road on your off side.

The actual area of visible roadway to the rear will depend upon the size of the rear window. The microscopically windows usually fitted to taxicabs and landaulets render an interior mirror useless, so that such vehicles are usually fitted with mirror projecting from the off-side screen pillar. This, to some extent, explains why the drivers of such vehicles often fail to give an overtaking signal as soon as they might. An outside mirror, although quite legal, is not so easily nor so frequently consulted as an interior mirror, the legality of which has been questioned when a rear blind is used. There is something to be said for fitting both types; but in the ordinary way an interior mirror is by far the more useful to a keen owner-driver.

Vision

Some motorists decorate the rear window with transfers and others delight in grotesquely-shaped dolls, hung close to the glass. Some rear windows again, are partially obscured by tiny curtains made of thin silk. Without denying that mascots can be very amusing, and that silk curtains add to the privacy of the rear compartment, the net result in both cases is a reduction in the field of vision. So soon as a motorist realizes the importance of knowing what vehicles are following him, and their speed and exact position, he abolishes anything that may restrict his view rearward.

In wet weather the rear window should be kept free from mud splashes; in dry weather it is unwise to permit the accumulation of thick dust. When driving a car with the new anti-glare glass in the rear window, it is essential to exercise great care at dusk, when this otherwise efficient glass is at a slight disadvantage.

The rear mirror ought to reflect as much as possible of road surface behind. On taking over a strange car, one should adjust the mirror as a matter of course, in the same way as one moves

ded. She pulled up in the safety zone.

The car was damaged, but Mrs. Stewart escaped with a cut over the eye.

Mrs. Stewart is the only woman driver to hold world's motor racing records, and has earned for herself the motor racing title of the "fastest woman on earth."

Just over a year ago she broke the Montlhéry record with a speed of 145.9 miles an hour. The previous record had stood for six years.

Five years ago Mrs. Stewart, who is the wife of Lieutenant-Colonel R. N. Stewart, late of the Ceylon Highlanders, crossed the North Sea from Aberdeen to Norway in a speed boat.

the driving seat into the most convenient position.

With some of the now fashionable streamlined saloons having sloping rear windows, the interior mirror in a normal position cannot give a good view of the road behind the car. This is easily overcome by fitting one of the small panorama-type mirrors, such as made by Lucas and Desmo, near the bottom rail of the screen.

Improvement

To discover exactly what difference there is between a good and a poor adjustment, the writer recently took a 16 h.p. family saloon and, before making any adjustment whatever, placed the car within one yard of the left-hand kerb on a 30-ft. roadway. Only a limited amount of road surface could be seen in the mirror, the maximum being 28 yds. from the car, and only 6 yds. wide at this point. Having made some adjustments, without altering the position of the car, a greatly improved range of vision was obtained, giving 35 yds. maximum from the car, 9 yds. wide at this point, extending 2 yds. beyond the car's width on the off side and 4 yds. on the near side. This wide near-side margin is useful when pulling out to overtake a slow vehicle.

These results were obtained with a standard mirror and a driver slightly over 6 ft. in height. With appropriate seat adjustment, all motorists, tall and short, ought to have at least the same amount of rearward vision. Many cars are now being fitted with the wide-angle type of mirror which gives a still larger field of vision.

A PADDED CELL CAR

American Conception To Prevent Injury

When a car is stopped violently by a collision the unfortunate driver and passengers continue to travel forwards at unabated speed. Through obeying Newton's first law of motion in this manner they are flung with considerable violence against one or other of the many hard and angular objects with which the interior of a saloon is encumbered.

The violence of the impact depends, first, upon the conditions of motion—speed, deceleration, etc.—and, secondly, upon the nature of the substance with which the passenger's body "connects," as they say in pugilistic circles.

A System of Cushions While unable to control the former of these conditions, an American inventor has set himself the task of producing a new type of saloon body in which every danger-point is cushioned; consequently, the passengers can be thrown around with a minimum of personal injury. In short, he has evolved the car equivalent of the padded cell, in which the more violent inmates of Lunatic asylums are incarcerated for their own protection.

The Safer Car Body, as it is called, is arranged on perfect lines. Every sharp obstruction is shielded with thick layers or rolls of sponge rubber, and, in the words of the inventor, "this is accomplished without sacrificing either utility or beauty and without increasing the cost."

The thickly padded "elder-down" in which the instruments are recessed is so comfortable as almost to invite the passenger to fall against it. Sponge rubber, covered by trimming, also protects the heads of the unwary from painful contact with the roof structure, pillars and other parts. Similar padding is placed behind the front seats as a yielding buffer for impetuous rear-seat passengers.

There remains the problem of the windscreen and windows. In the Safer Car Body, the screen

is placed much farther forward than is usual—out of reach, as it were—an innovation which has the incidental advantage of assisting the body designer to achieve a streamlined shape.

Windows "Fall Out When Struck"

The inventor suggests that each of the windows might well be made of several pieces of safety glass, tongued and put together with rubber channels, so that they would fall out when struck.

The piece of resistance, however, is found in the treatment of the steering column, ordinarily a nasty object to strike should a crash occur. The solution suggested is to employ a telescopic column embodying a coil spring so that when the driver strikes the wheel it at once gives way before the impact. His head is then gently received by the cushion above the fascia—and no harm is done.

The inventor concludes his arguments in favour of this novel type of body with the following cogent peroration:—

"Anyone who risks an accident in an automobile, without this safety body, at any speed that would not be considered slow, is taking more risk than the man in the circus who allows himself to be fired from a cannon into a net. He has something yielding to fall against."

Awkward Projecting Parts

One must respect the serious concern which the inventor expresses (in his publicity matter) with regard to the large numbers of people injured in cars in the United States year by year. It is also perfectly true that the interior of the modern saloon car abounds in awkward projecting parts, many of which might well be obliterated if only to save minor injuries to unwary passengers when entering or leaving the vehicle.

But a padded cell... the deduction would be just a little too obvious; don't you think?

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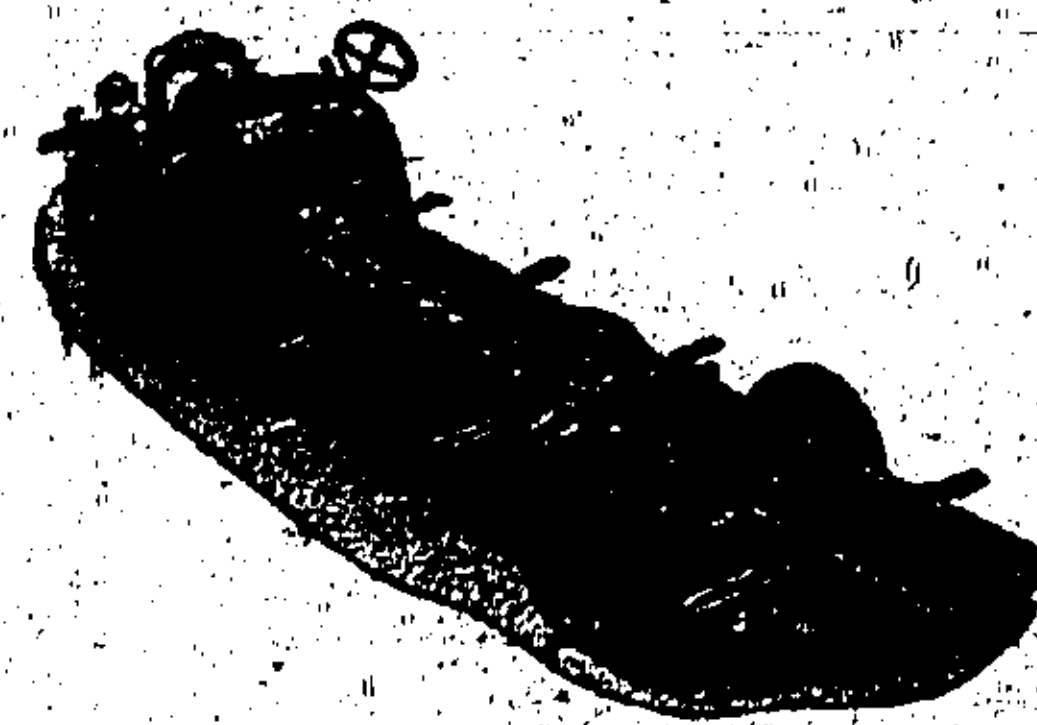
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ATAMI — Atami Hotel Mami Hotel Beppu— Kamome Hotel Ohuzenji (Nikko) Lakeside Hotel Gifu— Nagasaki Hotel Kamakura— Kaito Hotel Karuzawa— Mami Hotel Mitsui Hotel Kobe— Oriental Hotel Tor Hotel	KOSHUEN — Koshu Hotel Kyoto— Kyoto Hotel Miyako Hotel Kyoto Station Hotel Matsushima— Park Hotel Miyajima— Miyajima Hotel Miyazaki— Miyazaki Hotel Fukuoka— Fukuoka Hotel	NAGASAKI — Nagasaki Hotel Nagoya— Nagoya Hotel Nara— Nara Hotel Nikko— Nikko Hotel Osaka— Osaka Hotel Osaka— Osaka Hotel Shimonoseki— Shimonoseki Hotel Santo Hotel	TOKYO — Imperial Hotel Mami Hotel Marunouchi Hotel Omori Hotel Yokoyama Hotel Yokohama— Yokohama Hotel Yokohama— Yokohama Hotel Yokohama— Yokohama Hotel Yokohama— Yokohama Hotel
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* Open from April 1st until October 31st.
THE JAPAN HOTEL ASSOCIATION
Care of Traffic Bureau, Department of Railways, Tokyo.

UNSKILLED CAR ATTENDANTS

Before the war, it could be stated with some truth that a boy who entered the engineering industry was certain of a living, with the additional attraction that there was no bar to the attainment of a high position in his chosen profession. As a result of successive waves of trade depression, however, the industry was largely closed to new entrants, many of the leading firms refusing to accept apprentices for whom they could see no prospect of employment on the completion of their time. The parent with a mechanically-minded boy was thus faced with a difficult problem, and it is to be feared that all too many of them have yielded to the pleadings of their sons, and after a short course of training with some firm of more or less doubtful standing, bought them an interest in a garage. It is difficult otherwise to account for the large number of such businesses controlled by gentlemen of very dubious competence and staffed five-eighths fitters. It need not, of course, be suggested that all garages are run on these lines, since in some of them the standard of work is comparable with that in the manufacturers' workshops, but in others it is so low that car owners prefer to be put to considerable inconvenience rather than to entrust repair work to an unknown firm.

This state of affairs has now persisted for a number of years, and as early as 1926, The Institution of Automobile Engineers put forward a provisional scheme for training automobile repairers. With regard to this scheme it may be recalled that it consisted of a five-years' course covering both theoretical and practical work, the schedule for the latter embracing three years spent on repair work, with the remaining two years spread over no less than eleven different departments.

The garage business is very generally regarded as the Cinderella of the automobile trade, with the result that wages run much too low for the really high standard of work demanded, and the better class of men tend to move to more highly paid work. As regards the actual scheme put forward by the Institution, it appears that short periods spent in a wide variety of shops would tend to produce a Jack of all Trades, rather than a competent workman. It is, nevertheless, greatly to be regretted that the scheme came to nothing, with the result that a position reflecting little credit on the automobile industry as a whole has been allowed to persist until the present time. It may be noted with great satisfaction that the Institution of Automobile Engineers has again taken up the question, but along rather different lines.

THE ARGENTINE

Selling Less Wheat

The Argentine Government have withdrawn all offers of wheat and are holding for higher prices. Until recently Argentine selling was one of the chief factors that prevented a rise in the price of wheat.

Now that the drought threatens world stocks, Argentine sees a chance of getting better prices and is refraining from pressing sales.

This should help strengthen the market. Weather conditions in Argentina itself are generally favourable to the growing crops, but elsewhere it continues adverse.

In North America the heat and drought are still taking a heavy toll of the new crop. Unless rain comes quickly it is estimated that the Canadian yield will only be 250 million bushels.

Parts of Australia are affected by dry weather conditions and drought and hot weather are reported from Russia. It is considered doubtful whether this country will have any material quantity to export this year.

Chinese demand appears to be reviving and Australia has recently sold about 55,000 tons of flour to that country. All-Wheat Market reports continue bullish.

THE DAVIS CUP

United States To Meet Britain

(Special Air Mail Service)

London, July 28. The United States after all will challenge Great Britain for the Davis Cup at the end of the week, for they beat Australia by three matches to two in the Inter-Zone final, which was concluded at Wimbledon yesterday. Australia, by winning the first two Singles on Saturday, came so near complete success, even when the Doubles were conceded in advance to the other side, but the first condition of its achievement was that J. H. Crawford should win two matches. He just failed to do so, though it was a great pity that Tuesday's rain should have caused the "suspension" of his match against S. B. Wood, in the first place because it had a lot to do with his losing the second set, and secondly because the task of winning three straight sets off Wood on the resumption yesterday, if victory were to be achieved, was really asking too much when there was so little to choose between the two players. Crawford nearly accomplished the impossible in winning two sets, but Wood, playing grand lawn tennis, was too good for him in the fifth. There was still a faint hope for the Australian team until it was seen that V. B. McGrath had not the strokes with which to counter the service and hard driving of F. X. Shields in the last match. Shields won almost as he liked in straight sets, and the United States passed on to their accustomed place in the Challenge Round.

Crawford's Rally

However much one may commiserate with Crawford on the weather, the fact remains that Wood played exceptionally well in a match upon the outcome of which depended the last hope of his team. If Crawford had come out of Tuesday's storms with the score at one set all his chance would have been so much the stronger, but the handicap of being two sets down to so good a player was too much for him. In the end Wood won, as he was almost bound to do in the circumstances, by 6-3, 9-7, 4-6, 4-6, 6-2.

During the third and fourth sets yesterday Crawford was the better player but he had no margin for failure, and Wood, with such a handsome start, could afford to bide his time until the fifth set. For most of the time indeed, Wood had not the speed and precision on the backhand with which he delighted us the previous day; those sweeping drives down the line were now out of court or too tentative to pass Crawford, whose volleying now and then had the confidence which accompanies the adequate forcing. When Wood drove the ball deep enough, or for that matter short enough for Crawford insisted strangely on mis-hitting the easy ball from inside the service court. He did this sort of thing, however, after having won commanding leads in the two sets he won, unwisely it seemed for Wood came near enough to winning each of them—and it would have been the end of the match—to force Crawford into a worried frame of mind.

Each of these sets followed the same course. Crawford led by four games to love and later by five games to one, and then, perhaps, bothering unduly about who was going to serve first in the next set allowed Wood to creep up to within striking distance. Wood, of course, could always go after his man with the happy knowledge of those two sets in hand; as the rallies became longer he grew steadier until towards the end of the fourth set the players were fighting on level terms. Crawford had missed two points for this set at 5-1 in a game of many deuces and it was only a great effort which won the set two games later.

The Final Set

Now the score was level and Wood sprang into the fight. Crawford held him for four games, but then was left trailing behind by an adversary who was quicker on his feet and could get into position with that fraction of time to spare which makes all the difference between a defensive and an attacking stroke. The pace of his service increased, and Crawford, run as he might, could not reach that backhand drive which ended many of the rallies. Mistakes on Crawford's fore-

hand, too, became more frequent when the stroke had to be made on the run, and he lost his service to let Wood lead by four games to two. In a few moments his forehand became utterly wild, and though he had volleys and drives with which to save three match-points they came too late, and it was on the forehand that he made the losing stroke.

McGrath had already contributed his share towards an Australian victory by beating Wood on the first day, and it was really too much to expect from so young a player that he should again pull his team through. Shields hit the ball so hard out of reach that McGrath could seldom make a real attempt, Shields winning by 6-4, 6-2, 6-4.

It was a poor match compared with the one that had gone because McGrath's strokes were so poorly controlled. Shields, for instance, could serve five double-faults and still win a service game. The best of McGrath was when he was making a stout bid for the lead at four games all in the first set. Then his backhand with the curious grip was a mighty stroke, but for the rest of the match it failed dismally. Shields, with his long reach, could hit the ball at too wide an angle to give McGrath much chance of getting his racket to it properly on the backhand. Though McGrath's game contained clever adornments in the way of drop-shots and lobs, it had no adequate foundation of ground shots, and a storming player of Shields's type gave him no time to do anything about it.

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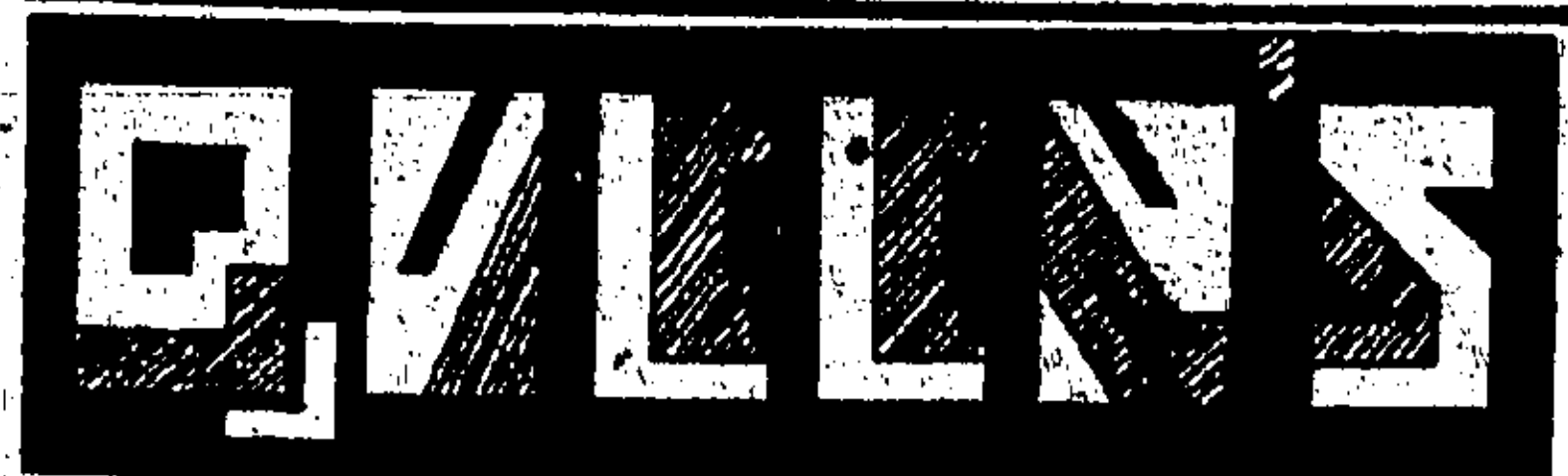
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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

1-2.10 p.m., European Programme

1 p.m., Local Time and Weather

Report.

1.03 p.m., Recorded Music.

1.30 p.m., Reuter Press Bulletins.

Rugby Press News, etc.

A relay of the Rotary Club

Tiffin Speech from the Hong

Kong Hotel Roof Garden. Ro-

tarian C. E. Terry on "Many

Cargoes."

2.10 p.m., Close Down.

VOCAL AND PIANO-FORTE RE-

CITAL TO-NIGHT

A TALK BY MR. G. C. PELHAM

4-7 p.m., Chinese Programme.

7-10.30 p.m., European Programme

7 p.m., Closing Local Stock Quo-

tations, London and New York

Stock and Commodity Quo-

tations.

7.08-7.30 p.m., Orchestral.

Euryanthe—Overture (Weber)

..... Willem Mengelberg and

his Concertgebouw Pump and

Circumstances March No. 5

(Elgar) London Symphony

Orchestra conducted by Sir

Edward Elgar.

L'Apprenti Sorcier (Apprentice)

(Dukas) Philharmonic

Symphony Orchestra of New

York.

8 p.m., Local Time and Weather

Report.

7.30-8.10 p.m., Variety.

Vocal Duet—One Morning in

May Derickson and Brown

Organ Recital—The Clouds will

soon roll by Quentin M.

Maclean.

Organ Recital—It was so Beau-

tiful Quentin M. Maclean.

Orchestral—Love you so (Tan-

goso Serenade) Geraldo

and his Orchestra.

Vocal Duet—To-night Anna

Neagel and Trevor Jones.

Instrumental—Canadian Capers

Instrumental—Kitten on the

Keys The six Keyboard

Kings.

Paso Doble—Ballerina.

Tango Boulevard of Broken

Dreams The London Piano-

Accordeon Band.

Fox-Trot—Give me Liberty, Give

me Love.

Fox-Trot—Melody in Spring

..... The Four Bright Sparks.

8.10-8.25 p.m., A Violin Recital by

Fritz Kreisler.

1—Humoresque, Op. 101, No. 7

(Dvorak)

2—Caprice Viennois, (Kreisler)

3—Rondine (on a theme by

Beethoven) (Kreisler).

4—Fair Rosemary (Kreisler).

8.25-8.42 p.m., Vocal Gems from

Operas.

Pagliacci (Leoncavallo)

Cavalleria Rusticana (Mascagni)

..... Grand Opera Company.

Tales of Hoffman (Offenbach)

Mignon (Thomas) Grand

Opera Company.

8.42-9 p.m., Debroy Somers Hand.

1—What's Yours?—A Convivial

Medley

2—Dixieland—Selection

8-9.20 p.m., From the Studio.

"Topical Talks on the United

Kingdom" by Mr. G. C. Pelham

(H. M. Trade Commissioner).

9.20-9.30 p.m., "My Darling Valtz"

(from the "Gipsy Baron" by

Johann Strauss) played by the

Berlin State Opera Orchestra.

9.30 p.m., Reuter Press Bulletins.

London 1 p.m. Stock and Com-

modity Quotations.

9.35-10.05 p.m., From the Studio.

Vocal and Piano-Forte Recital by

Mrs. O. C. Womack (Soprano)

and Harry Ore.

PROGRAMME

1—Songs—

(a) My True Love hath my

Heart Hubert Parry

(b) O Mistress Mine Roger

Quilter

2—Piano-forte Solos—

(a) Scherzo Beethoven

(b) Menuet Schubert

3—Songs—

(a) Zwei Brame Abigen Greig

(b) Views Aunore Old

French

4—Piano-forte Solos—

(a) Gavotte Bach

(b) The Musical Snuffbox

..... Liadoff.

5—Songs—

(a) St. Nicholas Day Ed-

dithorne Martin

(b) Love Everlasting Rudolf

Friml

10.08-10.30 p.m., Light Orchestral

Music

William Tell Overture (Rossini)

..... Members of the La Scala

Orchestra, Milan, conducted by

Etienne Panizza.

Tchaikovsky in Vienna (arr. 11

p.m., Latest News (German)

Walter) Orchestra Ray-

monde

Gothard in Vienna (arr. Walter)

..... Orchestre Raymond

10.30 p.m., Reuter Press Bulletins.

Rugby Mid-day Press News, 12

midnight, Dja Sign Off (Ger-

man, English)

TOWER BEACH OPENED

London Children's
Playground

(Special Air Mail Service)

London, July 28.

There were buns and chocolate

and unlimited lemonade yesterday

for the boys and girls playing on

the tidal beach near the Tower of

London.

Long tables laden with cakes

and with food in cardboard boxes

—a box for each corner—had been

set up on the foreshore in the

afternoon, while the Bishop of

London was dedicating the beach

as a tidal playground and Lord

Wakefield was "opening" a new

companion ladder between the

beach and Tower Wharf. When

Lord Wakefield had cut a white

tape the ladder was lowered, to

the music of cheerful siren-blasts

from ships in the Thames, and

the children streamed down.

Within a few yards of the shore

was a waterman on duty in a

patrol boat, which henceforth will

always be there to safeguard

children when the tide allows

them to use the beach.

The foreshore is Crown property

and children who have played

there in the past were committing

a technical trespass. It was also

unsafe, since the only means of

access were two dangerous stair-

ways, and drowning accidents

were not unusual. Children may

now use the beach lawfully as

well as safely, for the King has

given permission for them to have

this tidal playground as their own

for ever.

The King's message giving his

consent was made known at yester-

day's ceremony on Tower

Wharf. In reply to a petition

presented by Lord Wakefield, as

president of the Council for Tower

Hill Improvement, the King's

Private Secretary wrote that his

Majesty was pleased to give his

entire approval to the plans for

the children's playground. The

King felt, the latter continued,

that the children of the district

would thus be provided with a

much-needed and health-giving

playground, and he was also

gratified to know of the well

thought out arrangements made

to secure the children's safety.

Commodity Quotations, follow-

ed by New York Opening

Quotations.

10.40 p.m., Close Down.

RADIO MANILA

5.00 p.m.—Studio Musical Varieties.

5.30 p.m.—Requests.

6.10 p.m.—Spanish Informational

Period.

6.30 p.m.—English Information

Period.

7.00 p.m.—Associated Oil Co.—Al-

exander, the Mystic.

7.20 p.m.—Health Message.

7.30 p.m.—Mickey Mouse Gum

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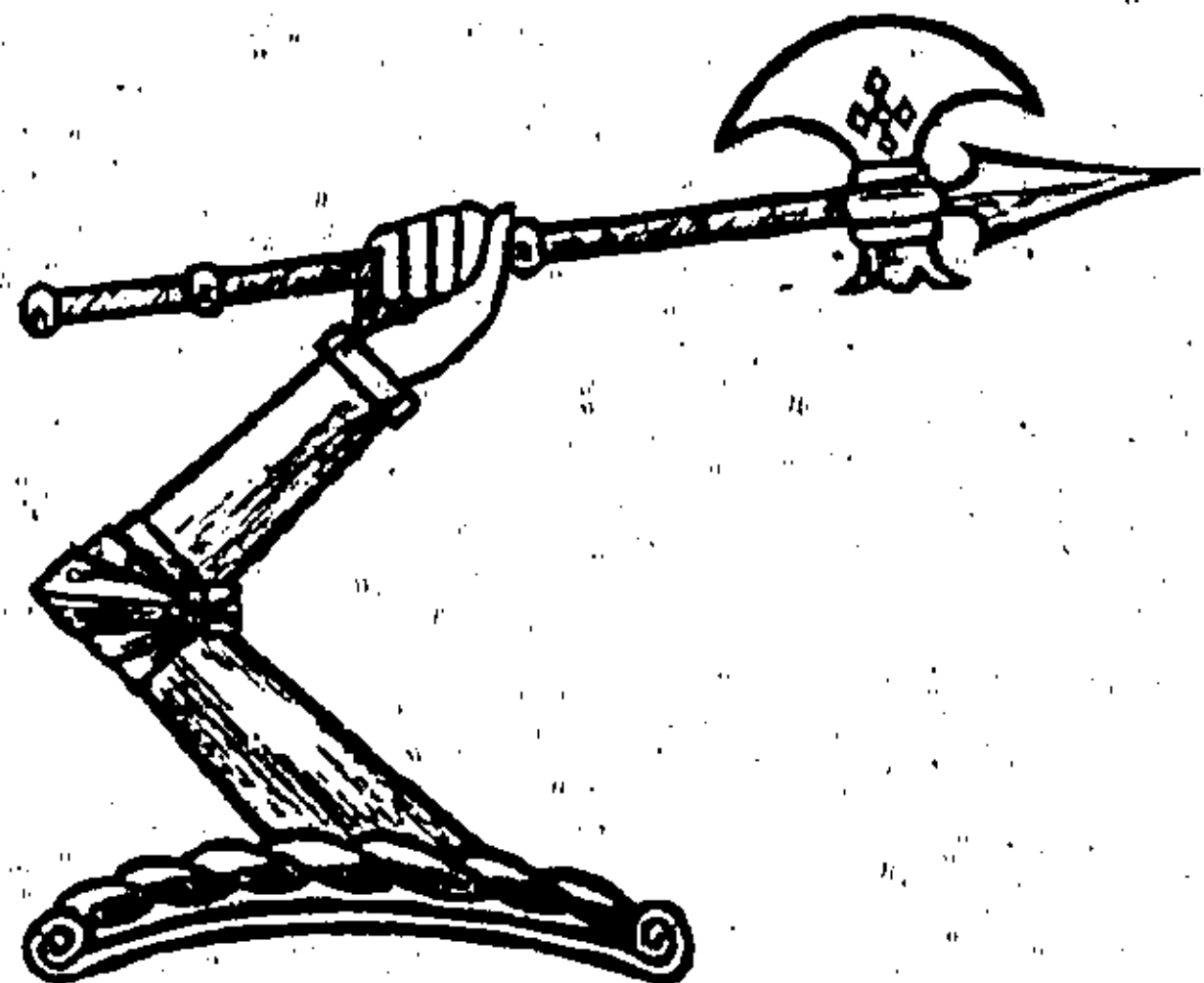
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ECHOES OF 1861

51—More Criticism Of The Police Force.

We now return to the subject of robberies in this Colony. We do not mean to say that the entire blame of the extent to which the evil has reached, is attributable to the Police, but we do say that department being amenable to the public, should be held responsible accordingly. We were quite prepared to find, and were therefore not surprised at discovering, that the police have difficulties to contend against, which go far to extenuate them. Yet we say that if the acting Superintendent of that Force, for reasons best known to himself has failed to send a remonstrance to the Executive, in the shape of a becomingly framed despatch setting forth the obstacles which exist in the way of a proper performance of his duties, the entire blame is rightly placed on his shoulders.

All men have their faults, and all Governors of Colonies their failings. Sir Hercules Robinson, out of a feeling of scanty of public monies, is certainly too parsimonious in the public expenditure. If such an expression could be applied, this is certainly a "good failing," and we fully admit that His Excellency is most consistent, impartial and discreet, under the influence of it. Still there is a difference between economy, properly so called, and cheseparing. The means adopted to effect a saving in the expenditure of one department may be justifiable and suitable—while the same

means applied to another department may be pernicious and futile. It is clear upon the very face of things that a police of more than ordinary strength and intelligence is above all others an essential in this Colony, not only on the broad principle of protection to its denizens, but as conducive to its commercial prosperity. We think that what we have said is incontrovertible, and when the predominance of the Chinese population is considered, together with their peculiar national characteristics, the only wonder is that matters are not very much worse than they really are, although they are fast becoming nearly as bad as they can be.

It cannot be denied, and we say it with much regret, that in so far as the police is concerned, matters have retrograded in this Colony. True it has always been the custom of our administration to allow the force to dwindle down to a "flicker," when something serious threatening, a sudden draught has been made on the boarding houses whereby to cause a numerical augmentation. The danger over, cheseparing becomes the order of the day—deaths, discharges and resignations soon reduce the force at a pace to satisfy the most parsimonious, and the next danger which threatens us finds the strength of the police, both detectively, preventively, physically and mentally, at the very lowest possible ebb.

Around the Courts

THEFT OF ELECTRIC CABLE

Shotaro Kito, unemployed Japanese, aged 58 was yesterday morning sentenced to six months' hard labour for the theft of a quantity of electric cable and brass fittings from Nos. 235, 237, 239, 241, 242 and 243 Lockhart Road, when he appeared before Mr. Hamilton at the Central Magistracy.

Det. Sergt. Fitches told the Court that defendant had been in the Colony for about 40 years. He had a previous conviction. He had ruined the flush system of these houses by stealing the cable and the damage was estimated at about \$5,000.

UNMANIFESTED CARGO

The case in which Ngau Sze, a married woman was charged with having imported into the Colony on board the s.s. Chuen Chow, 100 tins of saccharine without having entered the cargo on the manifest was continued before Mr. Hamilton at Central Magistracy yesterday.

Mr. J. Barrow, assistant Superintendent of the Imports and Exports Office appeared for the prosecution, and Mr. F. H. Loseby defended.

Two Kai Yuen, the compradors of the s.s. Chuen Chow stated that the manifest produced in Court was a formal one. There was no record of 100 saccharine on the manifest, and if the goods had been declared he would put them on the manifest. Suitcases and boxes were regarded as passengers, luggage and baskets and cases as cargo.

After Mr. Loseby had argued at length on the Imports and Exports Ordinance, the case was adjourned until August 18 at 11.30 a.m. when His Worship will announce his decision.

ADJOURNMENT GRANTED

A further adjournment was granted by the Chief Justice, Mr. A. D. A. MacGregor, yesterday, to the Ching Shing Land Investment Company when they appeared to answer a petition by Hang Sun and Company and Hang Yung Ting managing partner thereof, for the voluntary winding up of the company.

Mr. D. MacNeill, instructed by Mr. C. E. Lowe, of Denny and Co., appeared for the Ching Shing and said that as the final instalment of the payment agreed to by the petitioning firm had been paid by cheque on Saturday he would ask for another adjournment while the cheque was being cashed.

A BAD TEMPERED MAN

Mak Wun, aged 26, has a very bad temper and when he had a quarrel with Leung Chan and Chan Sik, he could not control himself. He, therefore, went into the house, and obtaining a chopper began to assault the two men. Leung was hit in the back of his head, his ear being severed while Chan was hit on the left forearm.

The incident had its sequel at the Central Magistracy yesterday when, as a result, Mak was given six months' hard labour by Mr. Macfadyen.

On a charge of trespassing on grounds near the Garrison Children's School, Li Ping-kwong was fined \$3, or in default four days' imprisonment, by Mr. Macfadyen in the Central Police Court yesterday.

The possession of a quantity of dutiable tobacco at Kwong Yuen Street East led to an unemployed man, Yeung Yau, being fined \$50 by Mr. Macfadyen in the Central Magistracy yesterday.

Chan Choi, 32, was sentenced to six weeks' imprisonment by Mr. Wynne-Jones at the Kowloon Magistracy yesterday for stealing two taps from Whitfield Barracks on Saturday morning.

Sentence of six weeks' imprisonment was yesterday morning imposed on Chan King, who pleaded guilty before Mr. Wynne-Jones at the Kowloon Magistracy to receiving a pair of shoes while knowing them to be stolen property.

Inspector Mair stated in evidence that defendant had walked into a shop at No. 687 Nathan Road and while the defendant argued the price with the shopkeeper, his friend walked out of the shop with the pair of shoes under his arms.

Returning to the Colony because she was told she was a leper and was turned out of the country, Li Sze, who yesterday morning appeared before Mr. E. T. Wynne-Jones at the Central Magistracy on a charge of returning from banishment, was remanded for 48 hours to undergo medical examination.

A fine of \$50 or in default one month's hard labour was imposed by Commanden Hole at the Marine Court yesterday morning on Leung Ngau, master of Fishing Boat No. 4722A of Macao, who was charged with unlawfully using his Fishing Boat for purpose other than for fishing, to wit, for the storing or transportation of 160 tales of silk threads at Tai O Harbour in the waters of the Colony last Sunday morning.

TAXI DRIVER

ROBBED

Passengers Turn Robbers

A daring robbery with violence occurred in Salkung Road late on Sunday night, when a taxi-driver was knocked unconscious and robbed of \$21.50 by two men who hired his taxi at the Kowloon Star Ferry.

Tong Ka Tim, driver of taxi No. 736 in a report to the Police states that at about 11 o'clock on Sunday night whilst he was at the Star Ferry Stand in Kowloon two men came up and instructed him to drive them to Kowloon City.

On arriving in Salkung Road near the Home for the Aged Poor, the men asked him to stop. He did so and was immediately assaulted, being partially blinded by pepper in the eyes while one of the men struck him across the head with a heavy weapon of some sort. The robbers then proceeded to strip their victim of his jacket, trousers and his shoes and removed from his pockets \$21.50 in money.

The robbers then made off in the direction of Kowloon City.

H.K. POLICE RESERVE

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., I.G. OF POLICE)

General

Life Saving Class.—The following members of the Police Reserve have qualified for the Life Saving Certificate and Bronze Medal:—Crown Sergeant R37 Wong Chung, Lance Sergeant R30, Thoms Po Hing, and Constable R55 Wong Yok Pul.

Sub-Inspector (R) David Lole has qualified for the Instructors Certificate, 1st Class.

Chinese Company
Training Course—Part II.—All recruits of the Chinese Company will attend at the Chinese Company Headquarters on Tuesday, August 14th at 17.30 hours for instruction.

Indian Company
Training Course—Part II.—All recruits of the Indian Company residing at Kowloon will attend 4, Chi Woo Street, Kowloon on Wednesday, August 15th, at 17.30 hours for instruction.

All recruits of the Indian Company residing at Hong Kong will attend Chinese Company Headquarters, 17, Queen's Road Central, on Thursday, August 16th at 17.30 hours, for instruction.

Flying Squad
Strength.—The following members have been struck off the strength of the Flying Squad as from 7th August 1934:—Crown Sergeant R302 Harry Kong, Constables R305 Lo Chin Wah, R310 Wong Po Man, R311 Yeung Sui Tin, R312 Michael Lim, R316 Chan Tse Fai, R318 Poon Wing Fook, R324 Harry Chan, R329 Harry Kew, R338 Robert Chan, R340 Chung Sui Yuen, R343 Mok Fung Yee, R344 Poon Lok Chi, R345 Charles So, R348 E. Campbell, R351 A. Bush, R352 Suen Wah Sang.

Instructional Patrol.—The next instructional patrol of the Hong Kong Section will take place on Friday, August 24th, at 17.30 hours sharp at Central Police Station. All members will attend. Dress: White Uniform, Cap with White Cover, and Belt with Brace.

Emergency Unit Reserve
Strength.—Constable R415 Ivan Alexander Starfish has been taken on the strength of the Emergency Unit Reserve as from 7th August, 1934.

C. CHAMPKIN,
Acting D. S. P. (R).
Hong Kong, August 13, 1934.

G.B.S.

Celebrates His Birthday

George Bernard Shaw recently celebrated his 78th birthday, but his activities, both mental and physical, more closely resemble those of a man 15 years younger. How he keeps so fit is a mystery for he is a vegetarian, and his avowed hobby is "anything but sport." Like most Fabians, he has failed to avoid becoming a capitalist, and, as a financier, holds strongly to the view that capital, as well as brains, should have its rent. G.B.S. was much in evidence last month in the Adelphi, mirthfully conducting the rehearsals at the Little Theatre of his new play in which Dame Sybil Thomdike appears.

threads at Tai O Harbour in the waters of the Colony last Sunday morning.

Anzora in the morning keeps Hair smart . . . all day!



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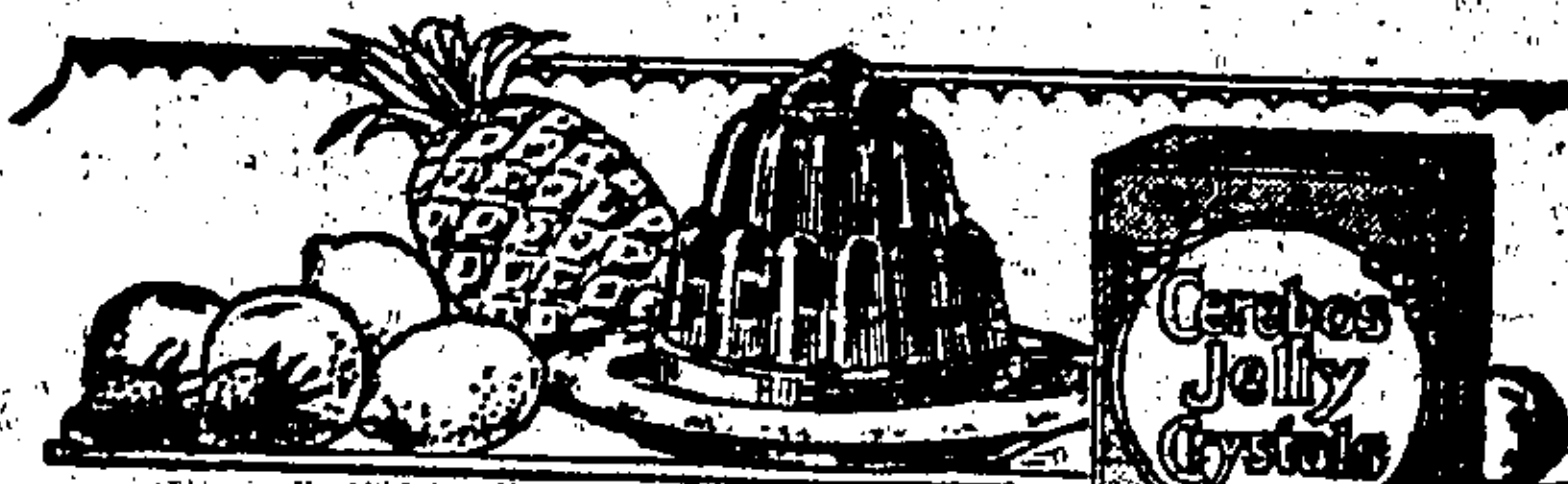
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DRAW FOR AUSTRALIAN SUB-GRIFFINS

Thirty Eight Ponies Allocated To Subscribers

Mr. Hosie Draws A Smart One

Thirty-eight of the forty-two Australian ponies which were landed here ten days ago were drawn for last evening. The allocation took place at the stables of the Hong Kong Jockey Club, Lady Peel and Mrs. Mackie making the draw.

There was a large gathering of racing enthusiasts and among those present were seen H. E. The Governor, Sir William Peel, Sir Thomas and Lady Southern, Sir William Shenton, The Hon. Mr. C. Gordon Mackie, Mr. P. Tester, Mr. T. E. Pearce, Mr. H. G. Sheldon, Mr. D. J. Lewis, Mr. Ho Kom Tong, Mr. Li Shu Pang, Mr. L. Dunbar, Mr. C. B. Brown, Mr. E. L. Hosie, Mr. C.M.S. Alves, Mr. W. G. Pirie and a large number of jockeys.

Before the draw, the consensus of opinion was that No. 39 and No. 41 were the outstanding ones. Mr. E. L. Hosie drew No. 39 while No. 41 fell to E.S.K.

With regard to No. 39, a prominent local jockey seems to think that he is an outstanding candidate and that by the time the racing season comes round, he will be head and shoulders better than the others. It remains to be seen how far this prediction will come true.

During the trout on Sunday No. 39 certainly moved well, but personally I would not like to say that he is such an outstanding candidate, although I share the view of the majority of people that this pony is among the best.

Mr. E. S. K.'s No. 41, a black gelding, was also much admired and it would be a peculiar coincidence indeed if this pony turns out to be one of the best. The stable has had exceptional luck with Australian ponies ever since they were introduced in the Colony, having housed such champions as Polar Star, Night Star, and Able Amazon, in consecutive years.

Mrs. Dunbar who drew Princess Angeline for the current year,

No.	Drawn By	Colour	Age	Height	Breeding
1.	Dr. S. N. Chau	Bay M.	5	14.3	Sire: Double Court
2.	Lady Southern	Ches. G.	5	14.1	Sire: Renaldo
3.	Mackie and Grayburn	Cream M.	6	14.1	Sire: Bobniak. Dam: Snowdrop by Snowden
4.	Mrs. H. Y. Laing	Ches. G.	6	14.2	Sire: Master Dix
5.	Kwong	Bay G.	6	14.2	Sire: Royal Comedy
6.	Wonder	Bay M.	4	14.1	Sire: Carbinium
7.	Chan Wing Yung	Brown M.	6	14.1	Sire: Finmark
8.	Mrs. Dunbar	Bay G.	6	14.1	Sire: Bobniak
10.	Hall and Shenton	Bay G.	6	14.2	Sire: Orewar. Dam: Signorita
11.	Miss Yvonne Shenton	Bay M.	6	14.2	Sire: Basella
12.	G. G. N. Tinson	Ches. M.	4	14.2	Sire: Narraquong
13.	Li Shu Pang and A. J. Edgar	Ches. M.	5	14.3	Sire: Narraquong
14.	S.M.K.	Brown M.	4	14.1	Sire: Silver Busk. Dam: Lella
15.	Early Bird	Bay M.	6	14.1	Sire: Amanus
16.	H.E. The Governor	Ches. G.	6	14.2	Sire: Lillyvell
17.	Leong Kwok Cheong	Bay M.	5	14.2	Sire: Tresco
18.	L. Reidy	Bay G.	6	14.3	Sire: Toyrene. Dam: Marbevean
19.	H. Seth	Ches. G.	6	14.3	Sire: Jack Marsh
20.	Fatshan	Bay M.	4	14.1	Sire: Carwelkin. Dam: Benora
21.	Why	Ches. M.	4	14.1	Sire: Jack Marsh
22.	Mrs. D. J. Lewis	Brown M.	4	14.1	Sire: Double Court. Dam: Landeyda
24.	L. Dunbar	Ches. M.	4	14.2	Sire: Mazarin. Dam: by Harvest King
25.	Eu Tong Seng	Ches. M.	4	14.1	Sire: Dunnotar. Dam: Pistol Lassie
27.	K. Neckleman	Brown G.	4	14.2	Sire: Black Adder
28.	D. J. Lewis	Bay M.	6	14.0	Sire: Calais
29.	Mrs. E. H. M. Tinson	Brown M.	4	14.2	Sire: Moving Picture
31.	H. Y. Liang	Black G.	4	14.1	Sire: Toyrene
32.	Longfellow	Brown M.	4	14.3	Sire: Royal Offa
33.	S.L.K.	Bay M.	4	14.3	Sire: Galling Home
34.	Crist and Beck	Brown M.	6	14.2	Sire: Sir Whitton
35.	L.T.F.	Bay M.	6	14.3	Sire: Mazarin
36.	L. Reidy	Bay M.	5	14.2	Sire: Carwelkin
37.	S. W. Tang	Ches. M.	6	14.2	Sire: Narraquong
38.	Mrs. Stephen Lam	Ches. M.	6	14.2	Sire: Graculus
39.	E. L. Hosie	Brown G.	6	14.2	Sire: Narraquong
40.	Stephen Lam	Ches. M.	6	14.2	Sire: Windlesham
41.	E.S.K.	Black G.	5	14.1	Sire: Kings Treasure
42.	Lewis and Tinson	Bay M.	6	14.2	

BRITISH TEAM SUCCESSFUL

Dinghy Series Won By 7 To 1

(Special Air Mail Service)

Toronto, July 28.

The British dinghy team won the series of races here against Canada and America, gaining seven successes and losing only one.

Their one defeat was on the 26th instant, when Canada beat them,

but the British turned the tables on Canada yesterday, winning by 224 points to 14 in a light wind.

The finish was—

1. Stewart Morris' R.I.P. (G.B.).
2. John Winter's Lightning (G.B.).
3. Peter Scott's East Light (G.B.).
4. Chas. Bourke's Riptide.
5. Atwell Fleming's Judy.
6. Len Hyne's Bonnie.
7. Reg. Dixon's Jupiter.
8. David Beale's Canute (G.B.).

The British team were much the better, especially to windward. Morris led from start to finish, drawing right away from the others. The British showed good team work.

M A C A O CEMETERY

Further Donations Received

The treasurer of the Old Protestant Church and Cemeteries at Macao acknowledges receipt of the following donations:—

Already acknowledged	\$508.50
Sir Thomas Southern, K.B.E., C.M.G.	25.00
Subscriptions from Macao:—	
Mr. J. M. H. Osborne	50.00
Mr. R. E. McNeale	10.00
Mr. J. H. Gibbons	5.00
Mr. C. Graziosi	10.00
Mr. S. Halliwell	5.00
Mr. J. Hales	1.00
Mr. G. White	10.00
Mr. F. J. Gellion	100.00
Mr. G. Rainer	5.00
Anonymous	15.00
Macao Electric Lighting Co., Ltd.	250.00
Collected on August 1 at Church	39.00

CROWN LAND AUCTION

Three Rural Lots Sold

Three rural building lots at Mount Cameron, Hong Kong, were put up for public auction at the offices of the Public Works Department yesterday afternoon.

The first lot, registered as Rural Building Lot No. 382, is situated in Middle Gap Road, Mount Cameron, and has an area of about 15,550 square feet, with an annual rental of \$178. Paying about 17 cents a square foot, Mr. W. A. Cornell, of the Stock Exchange Building, secured the land for \$2,568.

The second lot registered as Rural Building Lot No. 383, was offered at about 15 cents per square foot and was also purchased by Mr. W. A. Cornell, who paid \$2,816 for it. The site has an area of about 19,300 square feet, with an annual rental of \$222, and is situated at Middle Gap Road, Mount Cameron.

The third lot, registered as Rural Building Lot No. 384, near Rural Building Lot No. 237 at Middle Gap Road, Mount Cameron, was sold to Miss L. M. Siggins of No. 4, Queen's Garden at the upset price of \$1,940. The land has an area of about 12,000 square feet and its annual rental is \$138.

Mr. E. B. Reed, Superintendent of Crown Lands and Surveys conducted the sales.

It is understood that detached European-style houses will be built on the first two lots while Miss Siggins intends building a bungalow on her plot of land. Mr. W. A. Cornell will be in charge of the plans for all three buildings.

MORE DOG BITES

Two Chinese Victims

Two further cases of dog bites were reported to the Police during the week-end, a man named Lau Mo Ting was bitten by a dog in Waterloo Road and admitted to the Kowloon Hospital for treatment while the dog was sent for observation to the Matakuk Depot.

Lee Yu, of No. 6, Lok King Lane was bitten in both legs by a brown chow dog in Kennedy Town. The victim was sent to the Government Civil Hospital while the dog was sent to the Kennedy Town Depot for observation.

BUS MEETS CYCLIST HEAD-ON

Unknown Chinese Rendered Unconscious

Wong Wong, 29, driver of Kowloon Motor Bus No. 267, in a report to the Police stated that while driving the bus at about 3.15 p.m. yesterday in Kimberley Road, an unknown Chinese male, riding a push bicycle, came into head on collision with the bus and was rendered unconscious.

The victim was rushed to the Kowloon Hospital by ambulance, arriving there in the same condition.

OBITUARY

Mr. J. C. Williams

The death occurred at the Royal Naval Hospital yesterday of Mr. James Charles Williams, charge-man of riggers of the Constructor's Department, Royal Naval Dockyard.

The late Mr. Williams who was only 39 years of age had been in ill-health for some time and was admitted to the Naval Hospital about a fortnight ago.

A native of Portsmouth, deceased came to the Colony about ten months ago, but during that comparatively short time had endeared himself to a large circle of friends by his kind disposition and obliging manner.

The deceased was unmarried and leaves a mother at home and to her the deepest sympathy is extended.

The funeral took place at the Colonial Cemetery last evening, the Rev. Chamberlain, chaplain of the Royal Naval Dockyard, conducted the service. There was a large number of deceased's colleagues present; among whom were Comdr. H. Legge, D.S.O., Commissioned Bosun Knight, Messrs. G. W. Wiggins, A. Loft, A. Birt, A. Tyler, D. Parker, W. Alra, E. Browley, A. Dadman, F. Messer, A. A. Lewis, F. Attrill, W. Martin, F. Elliott, A. Wilson, W. Gosset and M. Rowe.

Wreaths were sent by "Phyl," "Ally," "Arthur," Commodore F. Elliott, Commander Henage, Legge, Mrs. Allison and Mrs. Peers, "Bert" (H.M.S. Whitshed) Mr. and Miss Wiggins, Dr. F. Springall.

Jack and all riggers and labourers, Staff of Commander's Dept., Staff of the Rigging House, Charge-men of Chief Engineer's Dept., Foremen of the Yard, Chief Constructors Dept., Expense Account Office, Agreement Employees Association, Royal Naval Yard Police, Supt. Electrical Engineers Dept., H. M. Naval Yard and others.

THE SCOTS LOOK

(Special Air Mail Service)

London, July 28.

A Canadian visitor to Scotland for the first time has just left the country with the firm conviction that a Scot may be known anywhere by what she called "a surprised expression." Everywhere she went this young Canadian claimed to encounter this look as a sort of badge of the tribe. She came to Scotland by way of Italy, France, Switzerland, and England, where the people in her opinion, were comparatively dull cattle. This may or may not be an original discovery—and it may or may not be accurate observation—but if we do go about with wide eyes there is no reason why we should not turn the description into a compliment.

LORD OXFORD

Parliament's Tribute

(Special Air Mail Service)

London, July 28.

Mr. Baldwin to-day unveiled a memorial tablet to the Earl of Oxford and Asquith, which has been set up by vote of Parliament on a pillar in the North Transept. The ceremony took place in the presence of Lady Oxford and Asquith and a large number of Lord Oxford's relatives and political colleagues and opponents.

The tablet bore this inscription:—
Parliament placed this stone here in memory of Herbert Henry Asquith, Earl of Oxford and Asquith, born September 2, 1852, died February 15, 1928. Prime Minister 1908-16.

"Unmoved, unshaken, unseparated, untrifled, His loyalty he kept, his love, his zeal; Nor number, nor example with him wrought To swerve from truth, or change his constant mind."

In his speech, Mr. Baldwin spoke of Lord Oxford's "great simplicity and peculiar tender sensitiveness under a rugged exterior and sometimes a rugged manner." He was indisputably a great Prime Minister and a great head of the Cabinet in the truly English constitutional method. Himself the least suspicious of men in politics, he was a man of immense generosity of heart and mind.

Our Greatest Crisis
When this country faced the greatest crisis of her history in

"EVA" MAKES ITS BOW

Yesterday's Demonstration

Hong Kong's motor and pedestrian traffic had its first experience of "Eva". It is the first vehicle actuated automatic traffic signal to be installed in the Colony, at the junctions of Pedder Street, Des Voeux Road and Chater Road, and was set in motion by Mr. A. Spary of the Electrical Department of the Public Works Department, at 6 o'clock yesterday evening.

Among the many hundreds of spectators who flocked to the scene, drawn by the inter-changing of colours on the signal, were innumerable drivers of private and public vehicles who were given their first lesson of the automatic signal control.

The Hon. Mr. E.D.C. Wolfe, C.M.G., Inspector General of Police, Mr. T. K. King, Deputy Inspector General of Police, Chief Inspector R. H. Marks, Inspector C. F. Alexander of the Traffic Department, Mr. L. C. F. Bellamy, General Manager of the Hong Kong Tramways, and Mr. V. Walker, Chief Assistant Engineer of the Tramways were present.

Police officers were posted at various vantage points to instruct drivers as to when they should move and when they should stop.

Yesterday's experiment proved that in time Hong Kong's traffic can be adapted to the automatic signal, although at present, much time was being wasted by trams failing to get off the mark in time, and by Chinese drivers of light trucks and public cars, whose ignorance of the signal was apparent from the time it was set in motion.

The present difficulty is mainly with motor cars which attempt to make their destination at the wrong moment.

For the sake of those who are not acquainted with the signal it must be pointed out that the lights; green at the bottom, amber in the centre and red at the top, are worked by vehicles passing over a steel mat placed at an equal distance from the signals on the four roads leading to it.

The first car to pass over a mat will work the light in its favour.

Causing A "Jam"

Where the majority of drivers fail, is to take advantage of the amber light when about to turn to the right—round the signal—when they invariably pull up and wait for the next green light, thereby causing a jam to traffic going the other way.

Yesterday's traffic, after about fifteen minutes instruction from Police officers, were quick to pick up the threads and proceeded on their way in the ordinary manner.

For the half hour the writer was present, only one vehicle, a lumbering red truck driven by a Chinese driver, utterly ignored the red light and very nearly collided with a bus proceeding to Blake Pier.

Drivers of vehicles should take notice that when approaching the cross roads and when the green signal is on, they should proceed straight on, but on approaching a cross-road, and from a distance of about ten yards they see the green change to amber, they should pull up before the crossing and wait for the next green light.

Accidents will invariably occur if rash drivers attempt to make their destination with the amber light showing and the crossing not yet reached.

The signal which is a product of the Automatic Electric Company, is of the Electromagnetic Control System universally in use.

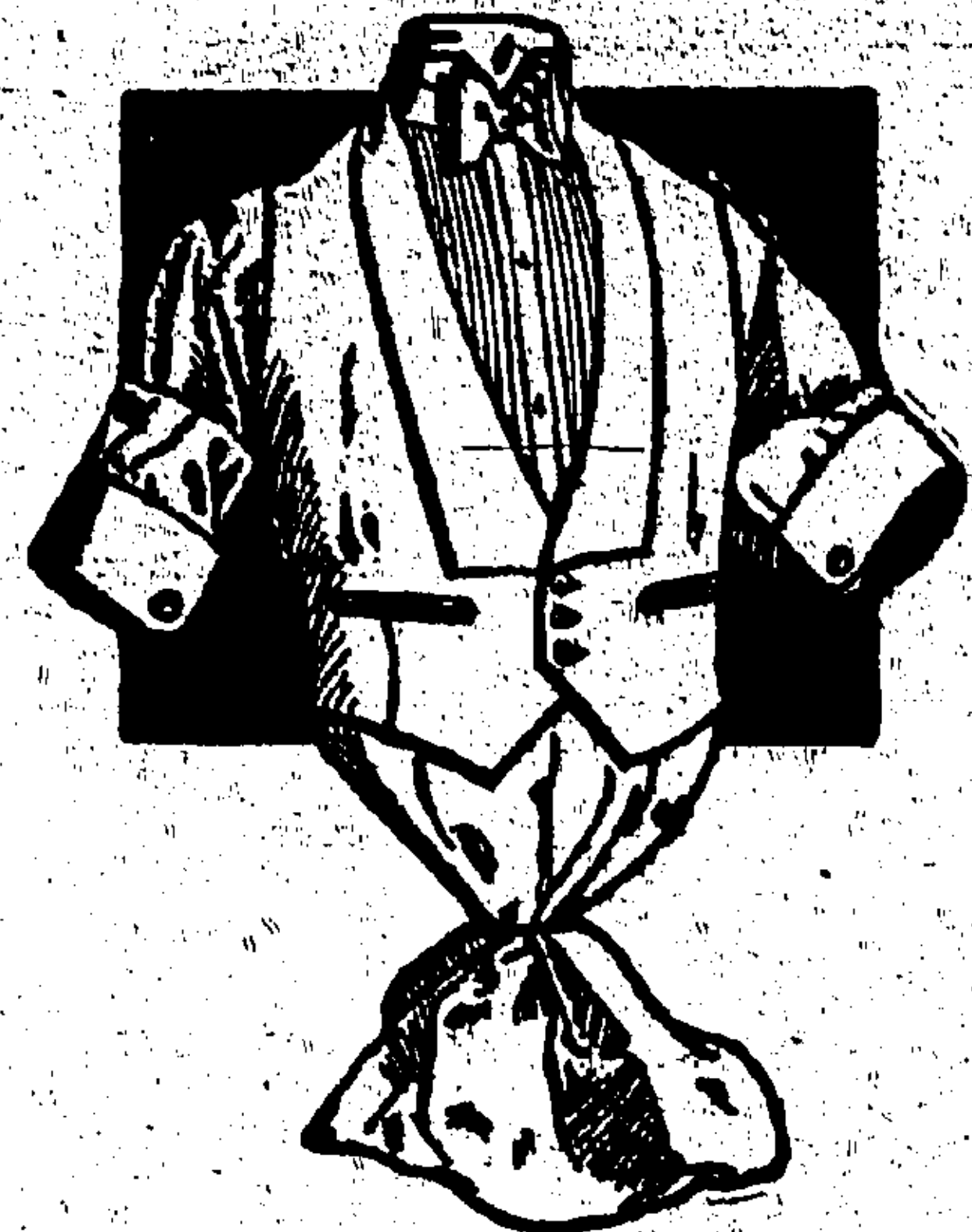
The signal can be operated by traffic passing over the steel mat, or by an automatic control system or by hand.

The signal is officially in operation now, and will continue for some time to give all manner of traffic and pedestrians an opportunity of getting accustomed to the interchanging signals.

1914. Mr. Baldwin went on, "Lord Oxford, a man of peace, but no Little Englander, took a practically united Cabinet, a united country, and a united Empire into the war."

"I say deliberately that I do not believe any other man in England at that moment could have achieved that result."

"But he was never greater than when his work was done. The quiet dignity which he showed to the end was a lesson to all in public life, and an example which statesmen, when the days of their active work is done, may well look back upon for inspiration and a moral."



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ADVERTISEMENT.

THE HONG KONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR AND FIFTY CENTS per share for the SIX months ended 30th JUNE, 1934, will be payable on TUESDAY, 28th August, on which date Dividend warrants may be obtained on application at the Company's Office, 3, Chater Road.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Company will be CLOSED from THURSDAY, 16th August, to MONDAY, 27th August, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hong Kong, 7th August, 1934.

THE BAUB AUSTRALIAN GOLD MINING CO., LTD.

NOTICE OF DECLARATION OF INTERIM DIVIDEND.

NOTICE is hereby given that a Second Interim Dividend of Six Pence per share on account of the financial year ending 31st March, 1935 has been declared by the Directors of the Company in Brisbane, payable to Shareholders on the Registers at Brisbane and Singapore on Friday, 14th September, 1934.

Notice is also hereby given that the Singapore Transfer Registers will be closed from Saturday, 8th September to Friday, 14th September, 1934 (both days inclusive) for the preparation of Dividend Warrants.

By Order of the Board,
DERRICK & CO.,
Chartered Accountants,
Local Secretaries.

Hong Kong Bank Chambers,
SINGAPORE, 7th August, 1934.

NOTICE.

FUNG KEONG RUBBER MANUFACTORY, SHAU-KI-WAN, HONGKONG.

NOTICE is hereby given that Mr. Fung Ku Wing, Sub-manager of the above Manufactory will resign his post from the 16th August, 1934, and from the said date hereof, the above said Manufactory will not be responsible for any Sales Contracts, Orders, and other Documents signed by the said Mr. Fung Ku Wing.

FUNG KEONG,
Managing Proprietor.

Hong Kong, 6th August, 1934.

NOTICE.

NOTICE is hereby given that I will resign my post as Sub-manager of the Fung Keong Rubber Manufactory as from 16th August, 1934, by mutual agreement, and I will not be responsible for all Sales Contracts, Orders and other Documents signed by the said Manufactory.

FUNG KU WING.

Hong Kong, 6th August, 1934.

NOTICE.

ANY person or persons having any outstanding debts against the estate of the late Flying Officer G. R. MURPHY, Royal Air Force Base, Kai Tak, will forward claims to the President, Committee of Adjustment, R. A. F. BASE, Kai Tak by 31st August, 1934. After this date no further claims will be entertained.

AT HOME

On the occasion of his departure for Milan and thanks to the courtesy of the Compagnie des Messageries Maritimes, Monsieur G. DUFAURE DE LA PRADE, Consul General for France will be "At Home" to his friends on board the French Liner "DARTAGNAN" from noon till 1 p.m. on Tuesday, 14th instant.

Editorial and Business Office: 11 Ice House Street. Tel. 20251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press

HONG KONG, AUGUST 14, 1934.

HOW DOES ENGLAND DO IT?

In a recent interview Lord Raglan, the celebrated anthropologist, declared that if he were dictator of Britain for a period of five years, he would give the country a constitution. Except for a short period under Cromwell, it is, of course, a well-known fact that Britain has never organised her system of governments in a manner capable of being reduced to specific terms of pen and paper. She has preferred to act more or less in a series of improvisations, tempering respect for tradition with a readiness to embark on experiment that has, on the whole, proved remarkably successful—so successful indeed, that the question has now been asked, How does England manage to do it?

One reason for her successful application of the empirical method lies in her history. To go into battle without a plan requires great self-confidence. This confidence has been engendered in England by her historical experiences. Not for many hundreds of years has she been invaded by a foreign army, as has happened so frequently to continental nations, nor for a very long time has her internal stability been seriously threatened by revolutionary tendencies such as have been common on the other side of the Channel. To successfully apply the empirical method of dealing with emergencies on the spur of the moment, as they arise requires mental qualities and tastes of a peculiar kind, and a nation that acts in this manner must combine a great capacity for thought with a dislike for abstract reflection. For instance the very English term, "I venture to think" emphasises that the English temperament looks upon thinking as an occupation not to be lightly entered upon, and this is borne out by Dr. Johnson's remarkably typical effort to refute the idealistic theories of Berkeley by merely kicking the stone instead of by logical argument. On the other hand, the names of Newton and Bacon and a score of others indicate that when England determines to think she can think to some purpose. Any nation which possesses these qualifications should be able to make a success of the English method of living in a series of happy improvisations.

FLIGHT OVER CENTRAL AMERICA

Delayed By Propeller Trouble

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

Berlin, August 13. The famous German aviator Ely Beinhorn was prevented by a propeller defect from continuing his flight over Central America, according to a cable message received from Costa Rica. A spare propeller will be sent to her as soon as possible.—*Transocean Kuo Min.*

VON CRAMM'S FURTHER TENNIS SUCCESSES

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

Berlin, Aug. 13. G. von Cramm won the German Singles tennis championship defeating Burwell 6-2, 6-1, 6-4. Another success for von Cramm came in the Mixed Doubles, when, partnered by Mrs. Sperrling, the championship was won for the third year in succession.—*Transocean Kuo Min.*

OBITUARY

Mr. Augustus Thomas

New York, Aug. 13. Mr. Augustus Thomas, the doyen of American playwrights, died yesterday, following apoplexy.—*Reuter.*

NEW TARIFF IN CHINA

Opposition By Merchants

(From Our Special Correspondent)
Canton, Aug. 13.

While the Chamber of Commerce has opposed the imposition of the new tariff of July 1, the South-west Political Council is awaiting the findings of the Political Research Institute on the merits of the new duties.

If the Political Research Institute finds that the new tariff hurts Chinese industry, the South-west Political Council will ask the National Government to modify or cancel the new tariff.

Objection is raised against the tariff by merchants in many parts of the country, because the duties on cotton goods, paper, and preserved sea food are decreased. These goods are imported mostly from Japan. Merchants believe this reduction of duty in favour of Japanese goods is deliberately made by Nanking to cultivate the friendship of Japan.

Should the National Government refuse to change the tariff, it is possible that the new rates will be ignored here.

FOREIGN "DUMPING"

Canton, Aug. 13. Supporting the Shanghai merchants in their opposition to the new import tariff promulgated by the Ministry of Finance, Nanking, the City Chamber of Commerce here circulated a telegram on 11th inst. urging the Ministry to abolish that part of the new tariff which provides for reduction of rates on imported yarns, piece goods, and paper.

According to the new tariff, rates on imported yarns, piece goods, and paper have been reduced. This reduction, the Chamber of Commerce claims, will increase the "dumping" of foreign goods into China.

It is learned that the Chamber of Commerce, besides circulating the telegram, will also call a meeting of various guilds to discuss what steps should be taken to remedy the defects of the new schedule.—*Central Press.*

REGISTRATION OF LAND

Efficient Methods In Canton

(From Our Special Correspondent)
Canton, Aug. 13.

Efforts are being made to effect efficiency in land registration, and all red-tape procedure is abolished. Mr. Lai Kwok Choy, Commissioner of the Municipal Bureau of Lands, reported this morning at the weekly memorial service of the City Government.

This official said that much of the routine can be simplified in order to lessen the unnecessary work of the Bureau and to eliminate the long waiting by the land owners. There was a lack of co-operation among the staff, and since his inauguration, Mr. Lai said that the head of a section has been held responsible for the efficiency of his subordinates.

"When a person wishes to have his land registered, he usually gives some money to an official of the Land Bureau," Mr. Lai said. "This favour is to speed up the registration routine. Sometimes friendship is counted upon to expedite this routine."

"I want to discontinue this corruption. The Land Bureau is under a duty to give service to the public. There should be no undue delay or extortion for 'speed money' while the public must be prompt in payment of fees and fulfil their obligation."

Since many people do not understand how to register land or a mortgage, Mr. Lai said that his Bureau has prepared a booklet explaining the different procedure and the scale of fees. He added that congested cases were cleared up by night work for one week beginning from 8 p.m. to 9 p.m. Routine work is made easy, and the public receive a better service.

TERRITORIAL ARMY

To Be Brought To Full Strength

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

London, August 13. The Territorial Army is to be brought up to its full authorised strength by means of an energetic recruiting campaign, and is to be equipped with the most modern anti-aircraft guns and searchlights together with other up-to-date means of defence.

The active Army is to be a mechanised one whereby all guns and tractors are to be provided with pneumatic tyres. Each Brigade is to consist henceforth of three light and one heavy battalion. The light battalions will be equipped with light machine-guns and automatic guns, while the heavy battalions will be equipped with heavy machine-guns and trench mortars. The Corps of Engineers will be re-equipped.—*Transocean Kuo Min.*

NEW HOSPITAL OPENED

Duke Of Gloucester Presides

(Special Air Mail Service)

London, July 28. The Duke of Gloucester yesterday visited the Papworth Village Settlement, where there is a population of a thousand people, comprising 400 patients, 500 villagers, and 100 medical, nursing, and administrative staff. His Royal Highness made the journey by air, accompanied by Major Ronald Stanyforth, and was met by the Lord-Lieutenant of Cambridgeshire (Mr. C. R. W. Adeane), Lady Llanthony, and the Duchess of Northumberland.

Sir Humphry and Lady Rolleston, Sir Penderell Varrier-Jones (the medical director), and others gave a welcome to the Royal visitor at Papworth Hall, after which there was a tour of the settlement and the workshops. The departments visited included printing, signwriting, upholstery, cabinet-making, carpentry, and travelling goods. The village was afterwards inspected, and the party then went to the new Bernhard Baron Hospital.

The Duke of Gloucester, after unveiling a stone in his honour, said he was glad to visit Papworth as he had heard a great deal about it from every member of his family who had been there before him. He had expected to see something remarkable, and he was not disappointed; and he could readily understand why it was a place of pilgrimage of students of public health from all over the world. One thing distressed him—the acute shortage of capital; and it would be a grave disaster if for this reason the scope of the scheme was limited. He had learned that none of the working patients were occupied for more than six hours a day, and every factor was adjusted to suit their health. He was proud to be associated with the opening of this hospital, for the building of which the trustees of the late Mr. Bernhard Baron had given £20,000. The plans, building, and equipment had all been done at Papworth, and at every stage Papworth workers had been concerned. It was a practical, permanent, and suitable memorial to one who desired to serve his fellow-men. He also made sympathetic reference to the late Sir Louis Baron.

Mr. Edward Baron, great-nephew of Mr. Bernhard Baron, said that his great-uncle would have loved the practical and businesslike manner in which Papworth was run. Sir Louis Baron, who had paid several visits to the settlement, was most enthusiastic. He hoped others would recognize the unique value of this scheme.

The Duke of Gloucester then went to the site of the new surgical block, where he laid the foundation-stone, and was thanked by Sir Penderell Varrier-Jones. After luncheon the Duchess of Northumberland opened the West Cambridgeshire flower show, which was being held in the hall grounds, and his Royal Highness made a short tour of the show.

TRAGEDY OF DR. DOLLFUSS

HIS BATTLE TO SAVE AUSTRIA Nazi Campaign Of Hate

(Special Air Mail Service)

London, July 28. Engelbert Dollfuss is dead after holding the Chancellorship of Austria for two years and two months of storm and strife against internal disorder and external enemies.

He first became Chancellor in May, 1932, after the fall of the Buresch Cabinet, in which he had been Minister of Agriculture for eighteen months. Austria's internal position was then very black—what with the imminence of bankruptcy and the civil strife within her border of Social Democrat, Austrian Nazis (aided and abetted by their German comrades and the Heimwehr, or Austrian Fascists).

Dollfuss, at the request of President Miklas, undertook the formation of a new Ministry. His own party was the Christian Socialist, a party predominantly agrarian in composition and in close touch with the Catholic Church.

He thought he could rescue Austria from her plight by rallying to his aid a combination of the forces which were at once anti-Socialist and anti-Nazi. The history of the next two years is the history of the failure of this attempt.

Dollfuss was driven by force of circumstances into the definitely Fascist ranks. The hostility of Hitler's Germany compelled him to seek the protection of Mussolini's Italy. This orientation was not of the Chancellor's wish; his proclaimed desire was to save Austria for herself.

STEP TOWARDS DICTATORSHIP

His attempt to govern by Parliamentary methods broke down within a year. On the critical vote on the loan of £5,500,000 which he had secured from the League of Nations, he obtained only a majority of one. He wished to resign the ungrateful task of government, but President Miklas pressed him to retain it at all costs.

He consented, and took the bold step in March, 1933, of suspending Parliamentary Government, and ruling by decree. It was the first step on a road that could only end in full dictatorship, but in the circumstances it seemed inevitable. For the moment peace was secured.

But two months later the troubles with Hitlerite Germany came to the front. Dr. Frank, Herr Hitler's representative, made a triumphal progress through Vienna, delivering violent speeches against the Government.

THE NAZI OFFENSIVE

He was expelled, despite Hitler's protests, and in June, 1933, Dr. Dollfuss issued a decree proscribing the Nazi party in Austria and disbanding the Austrian Nazi Storm Troop organisation. The result was a campaign of bomb plots, and attempted risings, organised against Austria from across the German border, which has continued, with varying intensity, down to the present.

The courage with which the Austrian Chancellor waged this unequal battle evoked the sympathy of Europe; but Europe as a whole gave him nothing more than sympathy. From this period dates his definite approach to Italy.

In August, 1933, he visited Signor Mussolini at Riccione. The talks were pleasantly informal, one of the conversations being held in a boat with the Duke in bathing costume.

What passed between the two men is unknown, but within a month of Dr. Dollfuss's return to Vienna the suspension of the Austrian constitution was changed into a full assumption of dictatorial powers.

THE PATRIOTIC FRONT

In the new regime the active assistance of the Heimwehr, the native Fascists, was enlisted; and a so-called "Patriotic Front" was constituted. Dr. Dollfuss, however, had by no means gone completely over to the Fascist philosophy.

He still declared that Austria was a Republic and would remain one; and his relations with Prince Starheimberg, the leader of the Heimwehr, were not at all cordial. It may be questioned if they ever

became so. The union of parties was not a union of hearts.

The subsequent course of Austrian constitutional change may be briefly summarised. In February of this year a further approach towards the Fascist ideal was made. Prince Starheimberg joined the ruling body as Vice-Chancellor. The word Republic ceased to be used, and Austria was declared a "Federal State".

At the end of April the reconstitution of Austria as a Corporative State on the Italian model was proclaimed, and the new constitution giving form and body to this conception came formally into operation on the first day of this month.

It did not represent Dollfuss's ideals, nor the ends which he first sought when he accepted office. It was the price he paid for assistance against the hostility of Hitlerite Germany.

During these two years of Dr. Dollfuss's tenure of office he had to contend with much violence—bomb plots and attempted murders organised by the Nazis.

His own life was always in peril, and in October of last year he was shot in the Parliament House of Vienna by a Nazi partisan.

A DARK SHADOW

But the most terrible episode of these years was the so-called Socialist rising in Vienna in February last, which was put down after three days of fighting, the loss of hundreds of lives, and the bombardment of a whole workmen's quarter in Vienna, and followed by fierce measures of repression against the Social Democrats exceeding even those used against the Nazi enemies of the Government.

This again was the sequel to Heimwehr raids on Socialist premises in Linz, a town in Upper Austria. The Vienna Socialist leaders called a general strike, and the Heimwehr, on the assumption or pretence of a military rising, proceeded to attack the Socialist quarters with guns and machine-guns.

These three days constitute a dark shadow on Dollfuss's reputation for statesmanship and humanity, though it is almost certain that it was his allies who forced his hand.

Even this however, will not obscure the universal sympathy with which the news of his death is received. Whether he was a wise or unwise statesman, he had no private ends to serve. He carried out a difficult and ungrateful task with courage and disinterestedness.

He was a man of peasant origin, born on October 6, 1882, at a little village in the hills of Lower Austria, fifty miles from Vienna. His brother is still a peasant farmer in his native village. He himself married a peasant girl and had two children—Rudolf, aged 4, and Eva, aged 5.

He fought in a machine-gun company during the war, and was promoted to lieutenant for bravery on the Italian front. He studied law and economics in Vienna and Berlin, and after the war embarked on a political career by organising the small farmers of Lower Austria into a peasants' league. It was as their representative he sat in the Buresch Government, when called on to take up the Chancellorship, which has led him to tragedy.

CONFLICT IN SPAIN

Tension In Basque Provinces

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

Barcelona, August 13. The smouldering conflict between the Basque Municipalities and the Central Government has burst into flames. The Municipalities were holding their elec-

NEWS SUMMARY

The death occurred yesterday of Mr. James Charles Williams of the Royal Naval Yard. The deceased was a bachelor and had been in the Colony for about ten months. Page 7

J. S. Landolt was surprisingly beaten by A. Chapman in the quarter final of the Open Lawn Bowls Singles championship yesterday. Page 10

Three rural building lots were put up for public auction at the offices of the Public Works Department yesterday afternoon, the purchasers being Mr. W. A. Cornell and Miss L. M. Siggins. Page 7

A daring robbery with violence was perpetrated in Saikung Road, Kowloon, on Sunday night when a taxi-driver was set upon by two "passengers" and robbed of \$21.50. Page 6

Although the rabies scare has somewhat subsided, reports of dog bites are still being received by the Police. The latest cases concerned two Chinese who were bitten during the week-end. Page 7

The treasurer of the Old Protestant Church and Cemeteries at Macao Restoration Fund acknowledges receipt of further donations to the cause. Page 7

An interesting point of law in connection with the Imports and Exports Ordinance was argued by Mr. F. H. Losely at Central Magistracy yesterday when he appeared for a Chinese woman who was charged with importing 100 tins of saccharine without having entered the cargo in the ship's manifest. Page 6

A further adjournment was granted by the Chief Justice, Mr. A. D. A. MacGregor, yesterday to the Ching Slong Land Investment Co., when they appeared to answer a petition by Hang Sun & Co., and Hang Yung Ting, managing director thereof, for the voluntary winding up of that Company. Page 6

The draw for 1935 Australian subs took place yesterday, and full particulars of the draw together with the breeding of the ponies appear on Page 7

According to Police information, 297 dogs were sent to the Dog's Home in Kowloon during July, of which number 272 were destroyed. There were still 25 dogs in the Home at the end of the month.

Of the dogs admitted to the Home 81 were from Hong Kong, 119 from the New Territories and 117 from Kowloon.

BRITAIN'S NEW NAVAL BASE

At South Africa

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

London, Aug. 13. The British Admiralty plans to construct a further naval base at South Africa, according to the "Daily Express," mentioning as a potential site for this purpose, Saldanha Bay on the South-West Coast, 63 miles to the North-west of Cape Town.

This site is considered favourable since in the event of war it will afford protection to the commercial routes to India, Australia and South America, if the Suez Canal should be blocked.—*Transocean Kuo Min.*

tions on Sunday for a provincial commission to assert their privilege of taxing themselves and then paying a fixed sum to the Central Government.

The Government did their best to prevent the elections but the Municipalities nevertheless succeeded in holding them secretly. Collisions between the "gendarmes" and the demonstrators occurred at Bilbao when upwards of 30 arrests were made. All military garrisons in the three Basque provinces have been mobilised and the places are in a state of alarm.—*Transocean Kuo Min.*

WHOLESALE MURDER CONSPIRACY

ALLEGED PLOT AT SUIFENHO

Japanese Charges Against The Soviet

Harbin, Aug. 13.

A plot for the wholesale slaughter of Japanese military officers, Manchukuo Government officials and railway heads is stated to have been unearthed, following which many arrests have been made.

An official report states that following the murder of a Russian watchman, an employee of the Japanese Military Mission at Suifenhoh, the discovery was made of a plot to murder the chief of Japanese Military Mission, the chief of

the Japanese Gendarmes, all important Manchukuo Government officials and Chinese Eastern Railway superintendents at Suifenhoh. More than thirty Soviet citizens and conspirators have been arrested.

The Japanese military claim that they have documents proving that Khabarovsk had instructed Chinese bandits operating in the vicinity of Imienpo to wreck all Chinese Eastern Railway trains.

Reuter.

AVIGNON TRAIN DISASTER

Eight People Killed

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Aug. 12.

Eight were killed and fifty five injured, (thirty seriously), when an express from Geneva to Vintimille on the Riviera was derailed near Avignon. All coaches left the rails, the baggage van being completely destroyed while the mail van was violently thrown against a goods train standing in the neighbouring line. Two trucks of the goods train were thrown down and these in turn caused the coaches of the third train to derail, so that all four main lines leading to the Avignon railway station are now blocked. The approaches to the station are at present an aspect of mass ruins. Rescue operations were rendered difficult by the breakdown of the electric light.

The accident appears to be due to the fact that the express which, according to the regulations should have steamed into Avignon station at a rate of 20 kilometres an hour, was travelling twice this speed. The driver and the stoker of the express both assert that the brakes were at fault. An enquiry into the matter is proceeding.

Transocean Kuo Min.

A TREMENDOUS CRASH

Avignon, August 12.

A tremendous crash at four o'clock in the morning, followed by the sudden extinction of all station lights, marked the derailment outside Avignon station of the Geneva-Vintimille Express.

Immediately, every available man on the station staff went rushing down the line where the giant locomotive was wrecked, the hiss of escaping steam and the shrieks and groans of the injured indicating that the smash was a serious one. Six were killed and 35 seriously injured.

The derailment is believed to have been due to excessive speed. All eight carriages on the train left the rails and the postal van, next to the engine, crashed into a goods train on a parallel line.

FOUR MAIN LINES BLOCKED
The van was smashed to smithereens and the goods train was also derailed.

All four main lines were blocked by the wreckage.

Rescue workers were considerably hampered by the darkness in which they were required to work. Their first task was to subdue the fire which broke out in the engine of the express.

No British or American passengers were involved in the disaster.

Reuter.

PLEBISCITE CAMPAIGN

[Special to "Hong Kong Daily Press"]

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

Berlin, Aug. 13.

In connection with the great campaign preparatory to the plebiscite, Dr. Goebbels will make an electrifying speech to-morrow. Herr Hitler will speak on Friday.

Transocean Kuo Min.

PUBLIC ENEMIES OF SHANGHAI

Battle With Settlement Police

Shanghai, Aug. 12.

Five Chinese pedestrians, including a woman, were wounded, and a Chinese boy, 15 years of age, was killed in a gun battle between seven gunmen of Frenchtown and the Settlement police, in Avenue Edward VII, which sent the residents into a panic.

A quarrel between two Chinese in a tea shop in the Settlement started the row, in which a shot was fired. This attracted the police and resulted in over 40 shots being fired.

The gunmen escaped into Frenchtown.

Reuter.

FATAL MOTOR ACCIDENT

Ex-King Alfonso's Son Killed

Vienna, Aug. 13.

Prince Gonzalo, fourth son of ex-King Alfonso of Spain, who was involved in a motor accident last night when he was seriously injured in the stomach, has since died.

He was in a motor car driven by his eldest sister Beatrice. The car crashed into a wall after a collision with a cyclist near Klagenfurt.

Reuter.

THE TEXTILE INDUSTRY

Belgium To Limit Imports?

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Aug. 12.

Consternation has been caused in the textile industry in the North of France by the announcement that the Belgian Government is intending to limit the quantity of imported wool to 60 per cent. of the amount imported to Belgium last year. Belgium being one of the best clients of the textile industry in the North France, an application for a new quota would deal a heavy blow at the manufacturers of the Roubaix region where the woolen spinning mills were only re-opened a fortnight ago after having been obliged to close down for lack of foreign buying orders.

The French Government immediately commenced negotiations with Brussels in the hope of obtaining a reversal of the Belgian Government's decision.

Transocean Kuo Min.

EMBASSY IN VIENNA

Intentions of Italy

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

Paris, Aug. 13.

The Rome correspondent of a French News Agency denies the reports current abroad that the government contemplates raising the Italian Legation in Vienna to the standard of an Embassy.

There will be no change in the diplomatic institutions of Italy in Austria, it was further stated.

Transocean Kuo Min.

NOMINEES FOR POST

Rome, Aug. 13.

The question of raising the Italian Legation in Vienna to the rank of an Embassy will be probably discussed when Dr. Schuschnigg meets Signor Mussolini next month.

Italy will possibly appoint Signor-Suvich, Foreign Under-Secretary, or Grandi, Ambassador to London as Ambassador to Vienna, thus countering the appointment of such a distinguished figure as General von Papen.

It is uncertain whether this is being discussed by Prince von Starheimberg and Signor Mussolini, who did not meet to-day. Prince von Starheimberg is spending the day in private calls and recreation.

Reuter.

DESCENT UNDER THE SEA

Adventures Of Dr. Beebe

Bermuda, August 13.

A graphic description of the adventures during the descent of 2,500 feet under the sea in a metal sphere lowered from a tug is given by Dr. William Beebe, Marine Biologist, who established the world record in the descent to collect important scientific data, including details of hitherto unknown fish.

Half a mile under the sea he found a weird phosphorescent fish of gigantic size radiating flashing lights like stars in the sky. Some creatures hurled themselves against the side of the sphere, exploding like brilliant rockets.

The descent occupied eighty five minutes, exhaustion of the oxygen supply preventing Dr. Beebe from descending any further.

Reuter.

WHANGPOO RIVER COLLISION

Butterfield Vessel Involved

Shanghai, Aug. 13.

Three Yangtze river steamers were involved in collision yesterday afternoon in the Whangpoo.

The mishaps occurred near the Garden Bridge bend shortly after five o'clock in the evening. The China Navigation Company's s.s. Kian, which was inward bound and keeping well upon the starboard side of the fairway, noticed a Chinese steamer, the Tungshun, belonging to the Tatung Steamship Company, proceeding down river for Wuhu and Yangtze ports and bearing down on the same side.

They sighted one another almost on the bend, the Kian's engines were immediately stopped and when it was seen that a collision was inevitable the skipper ordered the engines hard astern.

HARD HIT

The Kian was hard hit on the starboard side and her bridgehouse and superstructure were considerably damaged.

After colliding with the Kian, the Tungshun, swung by the current with idle engines and bows crashed in, struck the port side of the Japanese ship, Fengyang Maru, which was anchored at the M.K.K. wharf in front of the Japanese Consulate-General, where they lay wedged together by the current until the Chinese ship was towed off by two tugs and proceeded down river.

The Tungshun was only slightly damaged by her adventures, and the Japanese vessel suffered little more than scratched paint.

Reuter.

FLIGHT ACROSS CHANNEL

Bleriot Nearly Beaten

(Special Air-Mail Service)

London, July 28.

That air pioneer, Commander Sir Walter Windham, founder and president of the Aeroplane Club of Great Britain and Ireland, was at Sangatte 25 years ago when M. Bleriot made his cross-Channel flight, writes a correspondent.

"I had offered a gold cup for the first man who crossed the Channel in a heavier-than-air machine (he told me), so naturally I went to Sangatte, on the French coast, to watch the start.

Latham, in his attempted cross-Channel flight, in his Antoinette machine, almost reached England from France, but came down in the sea off Dover Harbour.

"Latham's failure to achieve his flight before Bleriot was due entirely to the mist causing a condensation above the engine. The water ran down the rubber leads of the plugs, causing a short circuit.

"The morning on which Bleriot crossed the Channel Latham's machine was again ready to make the start. I heard him tell the concierge to call him in the morning should the weather be suitable for the flight.

"I also heard his language when it was known that Bleriot, whose airplane was parked some little distance away from this inn, had successfully crossed the Channel.

"Hardly anyone saw Bleriot start, as he was not in the hotel and slept somewhere near his airplane."

SILVER MARKET

(From Our Own Correspondent)

London silver prices to-day were unchanged for "spot" and 1/16th up forward, as follows:

	Aug. 11	Aug. 13
Spot	219/16	219/16
Forward	217/16	211/2

The London on New York cross-rate at closing to-day was 5.69-7/8, compared with 5.69-5/8 at closing on Saturday.

PROBLEM OF CHINESE EASTERN RAILWAY

Rupture Believed To Be Inevitable

Shanghai, August 13.

A message from Changchun states that in the Chinese Eastern Railway parley a rupture is believed to be inevitable. International complications regarding the disposal of the Railway are causing anxiety.

The Government assures that the present situation is not affecting other pending so-called Manchukuo questions.

Reuter.

INCREASED TENSION

[Special to the "Hong Kong Daily Press" (Copyright).]

Moscow, Aug. 12.

The increased tension in the Russo-Japanese relations caused by Russia's rejection of Japan's offer for the purchase of the Chinese Eastern Railway, was reflected in the Russian Press which publishes various sharply worded articles in which the numerous acts of banditry committed on the Chinese Eastern Railway play a prominent part.

The papers insinuate that "Japan is responsible for the banditry" and speak in this connection of "Japanese blackmailing tactics." The papers seek to prepare the public for the forthcoming forcible seizure of the railway by Japan and declare that Russia will not tolerate such act of violence.

Transocean Kuo Min.

SALE NEGOTIATIONS

Tokyo, Aug. 2.

The "Osaka Asahi" regrets the unfavourable reception given by the Soviet Government to the compromise plan drafted by Mr. Hirota, the Foreign Minister, in his capacity as intermediary in the sale of the Chinese Eastern Railway, and strongly urges the Government to reconsider its attitude. Coming on the heels of the Manchukuo Foreign Minister's announcement of readiness to accept Mr. Hirota's compromise plan,

RED MARINES' DISPLAY

Soviet War Chief Pleased

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 4.30 p.m.)

Moscow, Aug. 13.

It is officially stated that from August 8 till August 11, exercises of the Red Marines took place in the Baltic at which the U Boat Flotilla and hydroplanes took part. War Commissioner Worosloff and the Chief of the Soviet Naval Forces were present at the manoeuvres. Worosloff expressed keen appreciation of the performances and said that those concerned performed their tasks more efficiently than they had ever done before.

Transocean Kuo Min.

ARCHDUKE OTTO LEAVES FOR SWEDEN

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 13, 7.30 p.m.)

Vienna, Aug. 13.

It is reported that Archduke Otto von Hapsburg has left Copenhagen in a motor car en route for Sweden.

In a statement Prince von Starheimberg said that general opinion was less favourable towards the restoration of the monarchy than it was a few months ago. In any case before such a move can be considered the country has to settle down and order must be established.

Transocean Kuo Min.

TIN QUOTA REDUCTION

London, Aug. 13.

It is understood that the International Tin Committee at the meeting to-day decided to reduce the quota 10 per cent. to 40 per cent.

It is stated that the new tin quota comes into operation on October 1.

Reuter.

LOVE AND BUSINESS TRIANGLE

TRAGIC AFFAIR IN SHANGHAI

Three Foreigners Dead In Apartment

Shanghai, August 13.

A Britisher, D. Burton, 34 years of age, was killed in Shanghai to-day as the result of a love and business triangle.

Burton recently started business with Mrs. Luboff Wessels, a German woman, in opposition to her husband, H. C. Wessels.

The bodies of all three were found in Burton's apartment. The police theory is that Wessels shot his wife and Burton and then committed suicide.

Reuter.

EARLIER NEWS

Shanghai, August 13.
Early this afternoon, three foreigners, including a woman who are not yet identified, were found shot dead. Although no details are yet available, murder is suspected.

BURTON'S HOME

Shanghai, August 13.
Donald Burton, the British victim, was the son of Jesse Burton, of Broadfield Cottage, Invergordon, Scotland, from which place he left for Shanghai to join the Shanghai Municipal Council in 1926.

RUSSIA'S AIR STRENGTH

Subject Of Press Comment

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Aug. 12.

The remarkable strength of the Russian air fleet is said by the Royalist organ "Action Française" to constitute the main motive underlying the popularity of the Franco-Russian rapprochement among the French officers and statesmen who, according to the paper, contend that in the event of war Russian airplanes could bombard Berlin without any difficulty whereas this is not the case with French airplanes.

The paper opines that Poland would probably be opposed to the Russian airplanes crossing Polish territory and asks what route such planes would then take. The reply is that only Roumania and Czechoslovakia would come into the question, and the paper stresses the doubt whether these States are agreeable to allow their territory to be flown over.

The paper comes to the conclusion that the Franco-Russian rapprochement at the expense of reluctant Poland appears fantastic.

Transocean Kuo Min.

CHIEF'S APPEAL

To The Brown Battalions

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, Aug. 12.

The SA had their "come back" to-day after the clean up of June 31 when the Brown battalions after the roll call on Tiergartenhof marched through the famous Vrandenburger town. The new chief of the Berlin SA, von Jagow was on horseback in front of the troops. In an address, he urged the Brownshirts to close ranks firmer and to believe, stronger than ever, in their leader. He said he had orders to "purge" the corps of leaders within the Berlin SA which he is now carrying out.

Transocean Kuo Min.

GERMAN TRADE

World-Wide Dumping Threatened

London, Aug. 13.

Worldwide dumping by German manufacturers is threatened by the Hitler Government, according to the city editor of the "Daily Herald," who states that goods will be sold at or below cost in a desperate attempt to obtain funds to purchase raw materials.

German manufacturers have been informed that it is a national duty to sell abroad, even at a loss. Those refusing will be boycotted in public contracts.

Reuter.

RAIDS FROM THE AIR

Campaign In Canton

(From Our Special Correspondent)

Canton, Aug. 13.

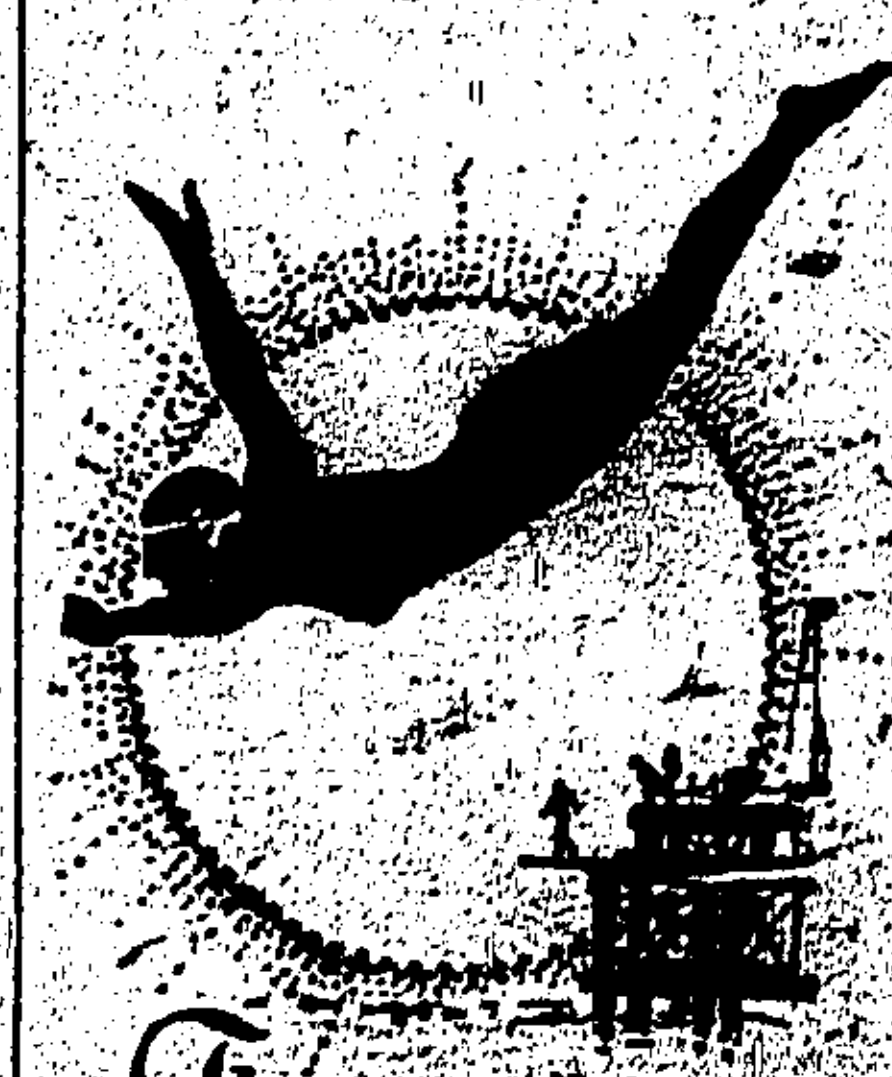
If hostile aeroplanes fly over Canton and drop down their bombs, the people here know how to take cover. The enemy aviators will receive a hearty reception in the nature of shots and shells from anti-aircraft guns.

Recognizing that aerial bombardments are inevitable in the event of war, the military authorities to-day began a campaign to stir up the people to the dangers from air raids. The Ten-Men League has prepared many propaganda leaflets and posted them all over the city. Illustrated posters show the bombing of cities by aeroplanes and the damage likely to be done.

With the encouragement of General Chen Tsai Tong, the graduates of the Yin Tung Military Academy are making speeches in street corners on the necessity of protecting Canton from aerial bombardments. Standing on benches or soap boxes, these orators inform their audience how to take cover in case of air raids and urge them to contribute money for the air defence of Canton.

To-night the speakers will visit cinema theatres, playhouses, roof gardens, and tea houses where they will repeat the same address as they delivered to-day. People in Canton are expected to untie their purse strings and give liberally for safeguarding the city from enemy bombers.

The City Kuomintang will raise \$1,500,000 from a new tax on rolled tobacco, and this sum will be devoted to the purchase of armaments for air defence. The tax will be effective on August 16. Others funds will be raised by the Ten-Men League.



The joys of Summer will be doubled if you keep yourself in good health. The sure way is to drink OVALTINE Served COLD

OMISSION OF VOCE FROM FIFTH TEST

Conflicting Views Expressed In Press

London, Aug. 13. Conflicting views are expressed by cricket correspondents in the morning papers over the omission of Voce from the final Test in view of his achievement against the Australians last Saturday.

The "Daily Mail" commends the selectors' refusal to be stampeded by the strength of one single performance; the "Daily Herald," on the other hand, says that the omission will undoubtedly arouse keen dissatisfaction and bitter criticism and that Marylebone have finally decided that they have given way to the Australians on the fast-leg-theory controversy. According to Tom Clarke of the "Daily Mail," a strained atmosphere resulted from Voce's fast leg theory, at Nottingham and while no official complaint was made, some of the Australians suggested that the Nottinghamshire committee should be informed of their resentment.

The "Daily Telegraph," however, says that the Australians saw no resemblance in Voce's leg theory and the bodyline bowling to which objection was taken in Australia.

FOUR FAST BOWLERS

London, Aug. 12. England's team for the final Test which will be played at the Oval on Saturday, will be announced on the morning of the match and fourteen players have been invited to attend.

The list reveals that the selectors are under no delusion about England's weakness in previous games—all the usual batsmen are in again, Sutcliffe returning at the expense of Keeton—but the choice of bowlers will on this occasion include no fewer than four speed merchants.

It seems highly probable that three of them will secure inclusion, G. O. Allen, Bowes and Gover. A surprise choice is I. A. R. Peebles, the Middlesex amateur, who has been consistent without brilliance all the season and did well in the fourth and fifth tests of the 1933 tour.

The team will be chosen from:—
R. E. Wyatt, captain;
Sutcliffe,
C. F. Walters,
Hammond,
Hendren,
Leyland,
Ames,
G. O. Allen,
Verity,
Bowes,
Gover, (Surrey)
Clark,
I. A. R. Peebles,
Gregory, (Surrey).

THE DROPPED

Hopwood and Mitchell of the bowlers in the Fourth Test have been dropped with Keeton, and James Langridge and Nichols (Essex) have not been given invitations for the Oval.

Weather conditions will undoubtedly influence the final selection. On a fast wicket, the first eleven players in the list would almost certainly constitute the team. A change of the wicket playing trickily would probably enable I. A. R. Peebles to gain his place to the exclusion of Gover. The chances of Gregory and Clark seem small in the absence of any accident, although Gregory will probably be nominated twelfth man.

END OF THE AIR EXERCISES

Success Of Warning Organization

(Special Air Mail Service)

London, July 28. The Air Exercises ended yesterday with a stream of daylight bombing raids on London targets and with a much bigger percentage of successes by the defence force. Nine squadrons came in on northerly courses before they reached their objectives. The Intelligence service, which got a little slowly into its stride, was evidently working admirably in the later stages for some of yesterday's interceptions were made at a height of 16,500 ft. The way in which the luck has varied in these Exercises affords perhaps the best proof of their artificial character. On Monday evening in fairly clear weather raids were made on seven targets and only two of the raiding formations were intercepted. On Wednesday evening, when the bombers had cloud cover 3,000 ft., five squadrons out of seven were intercepted and two others were followed accurately by observers' reports until they passed out of the area of observation posts towards a distant target. On two clear nights the proportion of interceptions varied greatly.

Out of 39 raids during Monday night, 33 were caught by the fighters. Of 40 raids on Wednesday night only 29 were intercepted before they reached their targets. The raids of Wednesday morning yielded a large percentage of interceptions, although three fighter aerodromes were put out of the fight by ground mist. The only case in which the bombers had things all their own way was during the night of Tuesday, when, for safety's sake the fighters were not allowed to leave their foggy aerodromes. In war they would have been required to take such risks.

From the evidence of these Exercises it is quite impossible to derive any conclusive guidance as to the effectiveness of the air defences. Nor were the Exercises devised with that end in view. They were intended primarily to practise the three separate cogs of the defence machine, and in the later stages they showed how smoothly these could work together. The Observer Corps was clearly doing "fine service." No better example of its efficiency is likely to be obtained than the following of the

course of two Hart squadrons over a big piece of southern England on Wednesday evening.

These raiders came in near Bournemouth and flew towards London. For 100 miles their advance was accurately plotted at the group centres of the Observer Corps and fighter headquarters knew at any moment exactly where they were. Near Northolt they turned away from London towards Coventry and again the course was traced precisely by the civilian observers until the Harts passed out of their area, and the Air Officer Commanding Fighting Area was impressed with the difference in the speed of reporting when the observers ceased and the raiding aircraft took up the duty of reporting their own positions by wireless.

Official Optimism

The searchlight companies also did remarkably well on the two nights when the sky was clear enough to give them a chance. It is safe to assume that every night-bomber intercepted had first been found and held for the guidance of the fighters by the searchlights. The particular success on the first night of the operations even led the Air Ministry into an optimistic generalization. Its official report said that so large a number of interceptions would probably mean enemy casualties in the neighbourhood of at least 33 per cent, and a serious lowering of the morale of the survivors. "If this rate," it added, "could be continued for two or three successive nights, our searchlights would find but little work to do."

The vital tasks of war cannot be tested in these Exercises. An enemy would probably choose cloudy or misty nights for its raids, and fighters sent up above the clouds would have a most difficult duty without the aid of searchlights. The bombers on their part would have much trouble in finding targets in a darkened city. How much work the defences could be saved by offensive action against enemy aerodromes can only be conjectured. Some work would certainly fall on the fighters, and the most gratifying result of the Exercises is the proof that the very simple system on which the Observer Corps works can give such magnificent service to the commander of the air defences.

THE CYCLING CLUB

Another Successful Outing

The heavy storm shortly after 9 a.m. on Sunday caused a delayed start on the Hong Kong Cycling Club's border run, and it was 10.15 a.m. before Mr. E. Munns (Vice-Captain) led the run by way of Sha-tau-kok and Tai-po to Fanling and Sha-tau-kok. It had been arranged that Mr. C. Read should take charge of this run, but he failed to put in an appearance; even his absence, however, did not succeed in spoiling a most enjoyable run in which, after the initial storm, the Weather Clerk co-operated with absence of both rain or blistering sun.

In view of the distance and difficulties of the scheduled run, a section of the Club, comprising a new member (a native of Holland who has been abroad for several years), took a steady ride out to the tea venue at Castle Peak, which was reached by them at 1 p.m. The hardriders section suffered their first setback at Tai-po where a puncture was sustained, but the delay was brief. A first stop for refreshments was made at Sha-tau-kok before the stiff climb up the border road was commenced. Much of the ascent was made with clouds hovering in the valleys and around the crests, but the threatened downpour failed to materialize and only a few drops fell. The descent and subsequent trail to the Railway and Low Camp was very fast, the road being in excellent condition and a strong wind on the riders' backs. Dill's Corner was reached at 3.10 p.m. and the pace being maintained Un-long was made at 3.40 p.m. when further trouble was sustained in the form of a cracked bracket axle in the run-leader's mount. Replacement, fortunately, was not difficult as a well-stocked cycle depot exists at Un-long, and the riders were again in the saddle at 4 p.m. whilst Castle Peak Cafeteria was reached half-an-hour later.

A bakhe was greatly enjoyed by the members of the hardriding section before tea was partaken of and a commencement on the home journey was not made by this party until 6.15 p.m. The "social section," comprising the slower and newer members, had made an earlier start but were not overhauled on the return ride. Sham-shu-po was reached at 7.30 p.m. by the section after a most pleasant and eventful ride, the difficulties of which only go to prove that the Club, on any type of spin, is prepared for any eventuality, and no cyclist need fear a breakdown whilst in the company of the wheelmen of the Hong Kong Cycling Club.

Next Week's Run

Next week it is again intended to lead two sections to the tea venue at Castle Peak. Mr. J. Coles will take charge of the hardriding section which will leave the Jordan Road Wharf of the Yumati Ferry at 9.15 a.m., and Mr. C. Read will attempt an interesting route to Castle Peak leaving the Ferry at 2.30 p.m. The whole party will in all probability arrange to return together after tea.

LAWN BOWLS

Chapman Defeats Landolt

After leading for the greater part of the game, J. S. Landolt, the Craignower player, was surprisingly beaten by A. Chapman of the Royal Hong Kong Yacht Club by 22-17 in the only quarter-final match of the Open Singles Championship played on the Civil Service green yesterday.

The match was a keen struggle from the start with Landolt leading. Both players bowled consistently well but in the beginning Chapman was bowling rather heavily with the result that Landolt was able to gain a slight lead.

After allowing Chapman to draw level on the 12th head when the score was eleven all, Landolt drew away, scoring no less than six shots in the succeeding heads. From then on, however, Chapman staged a remarkable recovery, scoring ten shots in succession to win the game on the 25th head.

Rink Championships
On the Beccro green on Sunday, Grinnitt's rink consisting of E. L. Simmonds, J. Deakin, F. J. Jones and himself defeated the Craignower rink J. S. Landolt, B. W.

U. S. BASEBALL

Rain Interferes With Play

New York, Aug. 12.

Rain hindered progress in the major leagues baseball programme to-day. Two matches in the National League had to be postponed on account of rain while the first encounter between Philadelphia and Washington had to be called off in the seventh inning, and the second one abandoned.

Nevertheless the Yankees completed a double header, against Boston, and shared the honours, while St. Louis Browns and Chicago finished all square in a double header.

In the National League, Chicago Cubs twice defeated St. Louis Cardinals.

National League

	R.	H.	E.
Chicago	8	12	1
St. Louis	4	8	1
Collins homered.			
Chicago	7	15	2
F. Herman hit two home runs and W. Herman one.			
St. Louis	2	8	3
Cincinnati	6	11	3
Pittsburgh	9	12	2

The Boston v. New York and Brooklyn v. Philadelphia matches were postponed on account of rain.

American League

	R.	H.	E.
New York	4	12	2
Boston	6	12	1
New York	7	9	2
Boston	1	7	2
Soteres homered.			
St. Louis	4	7	2
Chicago	2	6	1
Simmons homered.			
St. Louis	2	9	0
Chicago	3	8	1

Cleveland 5 10 1
Averill homered.
Detroit 6 12 2
Owen homered. There were ten innings.

Philadelphia 1 11 0
Washington 1 7 0
Match called off in the seventh innings.
Reuter.

TENNIS IN SHANGHAI

Visit Of Japanese Stars

Shanghai, Aug. 8.

The Shanghai Lawn Tennis Association's committee are arranging for as strong opposition as possible for Mr. Ohta, (an ex-Japanese Davis Cup player) and his team, who are coming to Shanghai to play exhibition games against local players in the coming week-end.

Y. Ohta ranked No. 1 in Japan in 1928, and he played for the Davis Cup in 1927, 1928, 1929, and 1930. During a stay of three years in England, he played in practically every big tournament and he won many. Probably the highest attainment of his career was his great struggle with Borotra in 1930 in the final at Wimbledon, when he took the French champion to five sets.

T. Watanabe ranked No. 5 in doubles in Japan and 15 in singles during 1933; S. Kodera won the junior championship of Japan in 1929; H. Tsurupa was No. 1 in the Yamaguchi Commercial College; H. Yoshida was No. 1 of Nagasaki Commercial College; T. Shida played for the Imperial University of Tokyo; R. Ito for Kumamoto Technical College, and S. Shirahashi for Singkong Railway Office. K. Ochiai is captain of the team.

The following is a tentative grouping, but is subject to alteration:
Saturday, at 3.30 p.m. S. Kodera and H. Tsurupa v. V. T. Wang and Billy Yui, S. Kodera v. L. D. Carson, Y. Ohta and T. Watanabe v. Gordon Lum and Khoo Hoo-hyt.

Sunday, at 3.30 p.m.—T. Watanabe and H. Tsurupa v. Gordon Lum and Guy Cheng; Y. Ohta v. Khoo Hoo-hyt or Gordon Lum; Y. Ohta and S. Kodera v. W. H. Dug and M. Benavitch.

Bradbury, H. Beer and U. M. Omar (skip) by 24 shots to 14.
Reuter.

WORLD'S RECORD PRICE FOR DERBY WINNER

Intentions Of Windsor Lad's New Owner

NOT TO RUN UNTIL ST. LEGER

(Special Air-Mail Service)

London, July 28.

I am able to state that Windsor Lad, the winner of the Derby, was yesterday sold by the Maharaja of Rajppla to Mr. Martin H. Benson owner of the Beech House Stud at Cheveley, near Newmarket. The price paid was £50,000. Windsor Lad was sold with all his engagements as a three and four-year-old. Present arrangements are that he will not run again until the St. Leger, in which classic race he will of course run, in the name of his new owner.

The negotiations, which I carried out, were almost concluded at a very late hour on Tuesday night. The deal was finished yesterday at the Maharaja's residence at The Manor, Windsor. The Maharaja was anxious that the horse should remain in training with Marcus Marsh, and that Mr. Benson, who has bought primarily with a view to establishing the horse at his stud should not at any time sell him to leave the country.

The two stipulations were agreed to, so that Windsor Lad remains in the care of the young trainer who prepared him so well for the Derby.

Reasons For Sale

The Maharaja has sold the horse for two reasons. He has no breeding stud in this country, and therefore so far as he was concerned, there was no future before the colt, whether his racing career should be ended this season or at the end of 1935. The question of parting with him therefore, was bound to arise at some time. In the circumstances, he felt he could not possibly refuse what amounts to a record price for a three-year-old in training.

Mr. Benson was the founder of the well-known commission agent's business known as "Douglas Stuart Ltd." He has practically retired from active management in the control of it, and has now shown a desire to put back into breeding and racing a large slice of what he has been fortunate enough to take out of it.

His Beech House Stud was established by him about four years ago. There he has to-day well over a dozen mares, with yearlings and foal, by some of the leading sires. Three years ago his filly, Lady Marjorie, was unlucky beaten by a head for the One Thousand Guineas. He has now bought the best three-year-old of 1934, a horse with brilliant stud prospects because of his breeding, character, and splendid performances.

A Great Sire

Windsor Lad is a bay horse by Blandford, the great sire of the day. Blandford is also the sire of Campanula the winner of the One Thousand Guineas this year, and of Brantome, unbeaten, and acknowledged to be the best three-year-old in France. He is the sire of Bahram, winner last week-end of the richest stake of the year for two-year-olds. A splendid young Blandford horse of unusual impressive physique with a brilliant Derby triumph to his name, is bound to fill a big part in the future of the English, thoroughbred.

Everyone knows that he was a most unlucky loser of the Eclipse Stakes last Friday. He was beaten a length from a four-year-old, to whom he was giving weight on the weight-for-age scale. His trainer says that he believes he is altogether exceptional in merit, absolutely sound, and the kindest possible creature. Mr. Benson was so satisfied as to his soundness

ST. LEGER CALL OVER

Colombo Offered Four To One

London, Aug. 13.

The following is the call over for the St. Leger:—

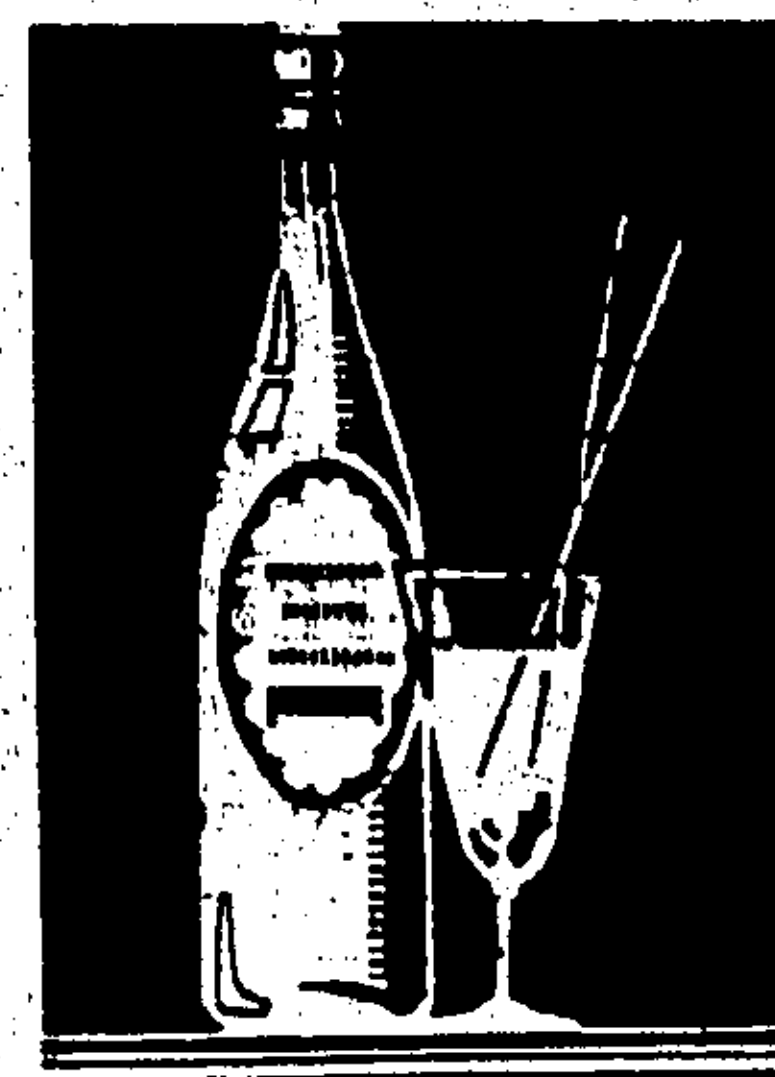
Windsor Lad	2/1 o.
Colombo	4/1 o. 9/2 t.
Achteanan	8/1
Unidwar	10/1 o.
Tiberius	100/ o. 20/1 t.

Reuter.

SINKIANG REVOLT

Feiping, Aug. 2.

According to a dispatch received here from Tihua, provincial capital of Sinkiang, the rebel government set up by the insurgent Mohammedans and the British adventurer Sheldrake at Khotien in Southern Sinkiang has been completely overthrown by the Sinkiang Provincial Force. In order to rehabilitate the situation in Southern Sinkiang, the Sinkiang Provincial Government has appointed Mr. Ma Shao-wu Civil Governor and General Liu Pin Garrison Commander of Kashgar respectively. The ringleaders of the rebel movement, including Sheldrake, according to the dispatch, have all taken refuge in India, while the insurgent Mohammedan troops have surrendered themselves to the Sinkiang Provincial Government. (Chekiang Agency)

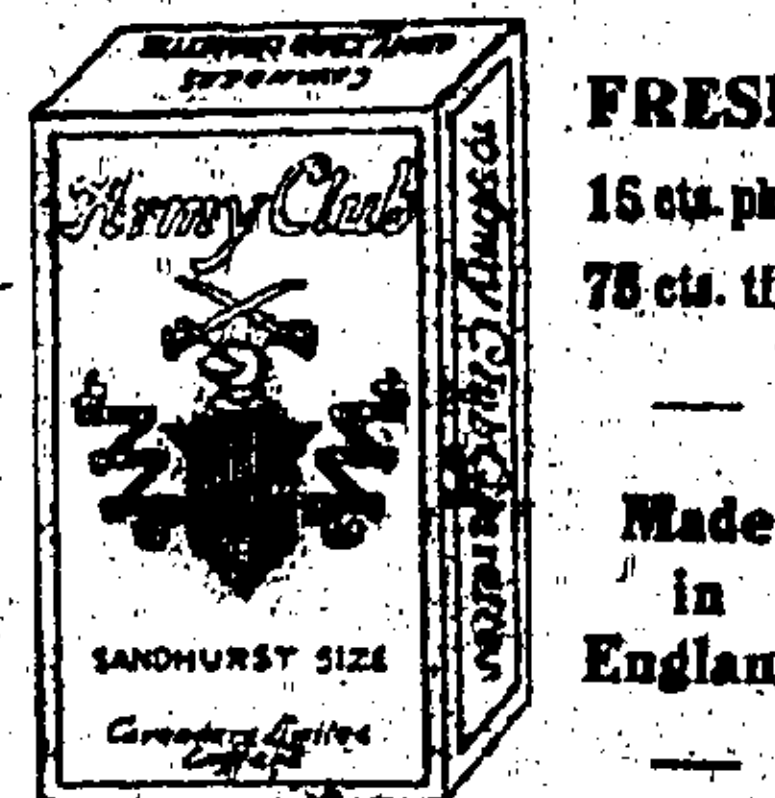


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Mixes with all others

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Sole Agents:—

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THE NEW SPALDING LAMINA MULTI-PLY RACKET



The new Spalding "Lamina" Multi-ply will be the sensation of 1934. The frame is made of six layers of Ash and Beech woods, laminated like the leaves of a carriage spring. Tested under all conditions and in tropical climates not a single frame has warped the fraction of an inch. The absolutely rigid frame gives a terrific pace to the ball and ensures accurate placing. Write to the address below for book-let giving full details and prices.

AG SPALDING B. (British) Export Dept.

THE AUSTRIAN REVOLT

Sir John Simon's Statement

(Special Air Mail Service)

London, July 28. The House of Commons was very full to-day when Sir John Simon answered a question about the tragic events in Austria, and showed deep feelings, especially at the point when the Foreign Secretary reported the Austrian Minister's official statement that "Herr Dollfuss was allowed to bleed to death by his assassins, who refused him both medical and spiritual aid."

Sir John Simon summarized a report of the events as communicated verbally to the Diplomatic Corps in Vienna last night. This report confirmed the fact that the Putsch began about 11 a.m., when 100 men in army uniforms seized the Federal Chancery and made prisoners of three Ministers, including Herr Dollfuss, who was shot twice at close quarters. The broadcasting building, which had also been seized and used to broadcast a false report of a change of Government, was quickly recaptured by regular troops, and these troops surrounded the Chancery.

Parleys in which the German Minister in Vienna took part went on throughout the afternoon, and the insurgents were promised a safe conduct to the German border provided the three Ministers were released unharmed. They finally evacuated the Chancery about 7 p.m., but Herr Dollfuss had died of his wounds about an hour previously.

Sir John Simon added that the murder of the Chancellor had, he understood, cancelled the promise of safe conduct. The insurgents were in custody, and the identity of those who fired the fatal shots was known. There had been no general support for the insurgents in spite of their temporary success, either in Vienna or in the provinces, where everything was now under control, according to the latest reports.

Sir John Simon then related how he had paid a visit to the Austrian Minister to express personal and official sympathy and the horror felt at this "cowardly outrage", and he added the report of the callousness of the murderers which so deeply moved his audience. Finally he repeated the declaration made last February that British policy stood for the independence and the integrity of Austria in accordance with relevant treaties. That policy, he added, remained unchanged by these tragic events.

TARLETON WINS TITLE AGAIN

Watson Defeated On Points

(Special Air Mail Service)

Liverpool, July 28.

Fighting brilliantly, Neil Tarleton outpointed Seaman Watson before 17,000 spectators at Liverpool last night to regain the British feather-weight title which he lost eighteen months ago.

In a whirlwind start, Tarleton staggered Watson with a left hook to the body, but the champion fought back splendidly after losing the first two rounds. Concentrating on damaging punches to Tarleton's body, Watson made up much lost ground and had his opponent holding on several times. While Tarleton lost points when waiting for his man, he looked the superior boxer once he jumped to the attack again. In the seventh round, especially, he made Watson cover up.

It was a fluctuating fight, however, for Watson took the eighth round by some fierce in-fighting in which he scored with a left and right that shook Tarleton. And then, surprisingly enough, the champion went on the defensive, being content to block Tarleton's leads and counter with his left.

Watson Goes Down

A hard right to the heart followed by several lefts forced Watson to his knees in the tenth round. He was soon up, however, and the going smoothed with the men fighting toe-to-toe.

The final rounds were fought at a terrific pace, with Tarleton

TO MINIMIZE AN EVIL

Traffic In Women And Children

(Special Air Mail Service)

London, July 28.

The need for promoting closer co-operation between Governments and voluntary organisations in order to deal more effectively with the international traffic in women and children was urged at a conference held yesterday at the London School of Hygiene and Tropical Medicine. The conference was organized by the Joint Standing Committee of the British Social Hygiene Council and the Conference of British Missionary Societies.

Lord Lytton, who presided at the morning session, said it should be possible, if people cared enough, to minimize the evil of the traffic in human vice, to restrict it within bounds, and to suppress that feature of it whereby profits accrued to one set of people by exploiting the weaknesses of others.

Arising out of the report of the Commission of Inquiry into conditions in the Far East, recommendations were to be made to the Assembly of the League of Nations in the autumn. The Assembly would almost certainly give the necessary authority for a conference to be held either at Singapore or at some other convenient centre in the Far East between representatives of the Governments concerned and the voluntary organizations which were working in that part of the world.

Sir Basil Blackett suggested that conferences similar to the one they were attending might take place in China and Japan to serve the purpose of making preparations for the full conference at Singapore.

A message was read from the High Commissioner for India (Sir Bhupendra Nath Mitra) stating that all India, regardless of race and creed, desired to co-operate by every means in her power in the work of social regeneration which the conference had met to consider. Mr. Masahito Ishii, Secretary of the Department for Home Affairs for Japan, and Mr. Lui Chih-ling, First Secretary of the Chinese Legation, also announced the support of their respective Governments.

A memorandum on the position to-day in the East, prepared by Mr. Karol Flindor, a member of the Travelling Commission of the League of Nations Inquiry, noted the growing public interest in the subject in most countries in the East.

Dame Rachel Crowley, lately Director of the Social Questions Section of the League of Nations, indicated ways in which the traffic had been and might be combated. The Rev. W. Paton, secretary of the International Missionary Council, and Father Leon Robert, secretary "Missions Etrangères," dealt with the help that Christian missions could contribute.

The afternoon session, at which Sir Cecil Clementi, lately Governor of the Straits Settlements, presided, was devoted to speeches on a number of resolutions. In addition to Chinese and Japanese delegates, the speakers included Baroness van Boetseker van Dubbeldam, vice-chairman of the International Missionary Council; Miss M. Shepherd, Association for Moral and Social Hygiene, India; Mrs. Gupta, Indian Council of Women; the Bishop of Singapore; Commissioner A. Blowers, International Secretary of the Salvation Army; and Mr. E. C. Hennigar, Japan Mission of the United Church of Canada.

The resolutions adopted urged the calling of the proposed conference in the East, co-operation of all Governments and voluntary organizations, and regional conferences in different countries to prepare the way for the larger one.

making a desperate bid for victory. Watson was slowing down, and the challenger was quick to score with well-judged lefts.

Watson, who was driven around the ring could find no effective guard against Tarleton's left hook—the chief weapon in his armory.

In the fourteenth round Watson took a count of five following terrific body punches and it was only by an effort that he lasted the round. Again, in the last round, Tarleton was on top, the champion being out-boxed and out-fought.

CURRENT NEWS FROM CHINA

CHINA'S WATER SUPPLY

An Elaborate Programme

Nanking, Aug. 2.

Following the decision of the Central Political Council to entrust the National Economic Council with temporary control of all water conservancy organs throughout the country, the Council has formulated a set of measures governing the unification of the national water-conservancy system.

According to an outline just published, a National (Central) Water Conservancy organ is to be established by the Central authorities, with jurisdiction over water conservancy throughout the country. The various existing water-conservancy organs will be taken over by this Central organ and re-organized.

The work of water conservancy in the provinces will be attended to by each Provincial Department of Reconstruction concerned, and that in the Districts (Hsien) by the District Government concerned, under the general supervision and guidance of the Central Water Conservancy organ.

Water conservancy involving two or more provinces is to be attended to by the Central organ, that involving two or more districts will be taken up by the Provincial Department of Reconstruction concerned.

The various laws governing the organization of the Ministries and Commissions dealing with the work of water conservancy, shall be revised accordingly, in accordance with the above-mentioned decision of the Central Political Council.

Equipment And Personnel

Measures for water conservancy are to be devised and carried out by the Central Water Conservancy organ. Likewise, surveys and investigations in the different local areas are to be carried out directly by the Central organ. Uncompleted river engineering work in the provinces and districts will be completed by the various Provincial or District authorities concerned. Conservancy work on the various rivers will continue to be taken care of by the various river conservancy boards or commissions concerned.

The work of flood prevention will be attended to by the River Engineering Bureau, which are to be re-named River Control Bureaux, under the direction of the Central Water Conservancy organ. Water conservancy funds, hitherto supplied by the Central Treasury, are to be remitted to the Central organ, which will also raise a substantial fund for the promotion of the work.

The Customs Surtax for Water Conservancy—except where the proceeds are specially earmarked—will be remitted to the Central water conservancy organ, as a water conservancy Foundation Fund. The Central organ may also secure loans from the Board of Trustees for the British Boxer Indemnity Refund, for the purchase of engineering materials. Equipment and personnel for the various water conservancy organs shall be furnished by the Central organ.—Kuo Min.

HUNGARY AND CHINA

Nanking, Aug. 4.

It is reported that the Hungarian Government has proposed to the National Government the establishment of official diplomatic relations between Hungary and China. Dr. Chang Hsin Hai, Minister to Czechoslovakia, will be instructed to open negotiations with the Hungarian Government.—Kuo Min.

CANTON KOWLOON RAILWAY

The new director of the Chinese section of the railway Mr. Li Luk Chiu took over his office yesterday. He decided to commence running the noon train as from the 14th. At present there are about five to six thousand passengers daily using boat and train. Of these about sixty per cent use the boats. When the boats are compelled to land at the new wharves opposite the bank, it is expected that passengers will find it more convenient to travel by train.

SHAM FIGHTS

Protests Completely Ignored

Tientsin, Aug. 1.

In utter defiance of the Japanese warning, 200 British soldiers began their manoeuvres this morning at a point outside Shanhaikuan, with loaded machine guns and rifles. The manoeuvres will last for four days, ending on the 4th inst. The Japanese authorities in North China have protested that the ground on which the manoeuvres are being held is "Manchukuo" territory and advised the British Tientsin Garrison authorities to hold practices elsewhere. The protests have been completely ignored and the manoeuvres are being held according to schedule.

In the meantime, in order to counteract the British activities, the Japanese troops inside Shanhaikuan are also conducting sham fights with loaded rifles, as a result of which a panic has been caused among the residents and merchants of the City. (Gheki Agency).

FLOOD IN ANTSE

Takes Tremendous Toll

Tientsin, Aug. 4.

A terrible flood disaster is reported from Antse, western Hopei, yesterday when over 100,000 dwelling houses collapsed as a result of the unexpected rise of the Yungting River.

The swirling water carried away everything across its path, including livestock, while the people fled to the neighbouring districts for refuge.

A portion of the dykes of the Huto River, southern Hopei, has also been breached following torrential rains. The districts of Paoting, Suning, and Kaoyang are affected. The flood water is flowing towards Wen-an. Urgent appeals for relief have been made to the Hopei Provincial Government from various District Governments. Kuo Min.

FAR EASTERN CONFERENCE

On Tropical Diseases

Nanking, July 29.

The 9th biennial Far Eastern Tropical Diseases Conference will be held at the Capital on October 1. It is definitely learnt. Up to date, more than 100 delegates of participating countries have signified their intention to attend the conference as scheduled.

Dr. Wu Lien Teh, Secretary of the Conference, arrived here yesterday to make arrangements with Dr. J. Heng Liu, Director of the Public Health Administration of the Ministry of Interior. Kuo Min.

CIGARETTE FACTORIES IN CHINA

Official sources connected with the New Life Movement state that cigarette smoking has been introduced into China for forty years. The factories owned by Chinese are, Nanyang Bros. \$3,500,000, 3,700 workmen; Wah Shing Co. \$3,600,000, 1,900 workmen; Wah Tung, \$250,000, 820 workmen.

Besides these larger factories there are forty-three smaller factories with a capital of from ten to one hundred thousand dollars.

MINE DISASTER

Tientsin, Aug. 7.

More than 10 workers in one of the Kallan Mines at Machiakow, near the mining centre of Tientsin, were overcome by poisonous fumes emitting from a shaft yesterday. The men were immediately rushed to hospital, but one of them died soon after, never recovering consciousness. Kuo Min.

LATE MR. LIN CHI MIEN

Last Scenes In Canton

Canton, Aug. 13.

Impressive scenes were witnessed yesterday, when the remains of Mr. Lin Chi Mien were carried from his residence in Plum Flower village to Lukopchongwor in the northern suburb for cremation.

The number of persons who attended the funeral was over 1,500 including government officials, representatives of public bodies, and friends and relatives of Mr. Lin.

The coffin was carried by a motor hearse which started from Plum Flower village at 11.30 a.m. The cortege halted for about one hour at Tungsha Road where a sacrifice was offered to the late C.B.O. member. The offerer was Mayor Liu Chi Wen.

It was 2.40 p.m., when the cremation ceremony took place at Lukopchongwor. When the fire was made in the furnace, all present were overwhelmed with grief. The fire lasted for 7 hours. It was learned that it must take such a long time to reduce the remains of the dead into ashes.

Besides those joining the procession, the route from Plum Flower village to Lukopchongwor was lined with armed guards and a number of sergeants patrolled all the time for maintenance of order.

JAPANESE TROOPS

Large Scale Manoeuvres

Tientsin, Aug. 1.

Large-scale manoeuvres of Japanese troops in Jehol are now being staged in various parts of that province and along the Great Wall, according to information received here from Chengteh today. The troops participating in these manoeuvres total nearly 6,000 and are divided into three routes. The first route numbering more than 3,000 men is being massed at Chaoyang practising on tank warfare, while the second route composing of 1,000 men is concentrated at Chengteh, provincial capital of Jehol, to engage in street fighting and guerrilla warfare. The third route totalling about 2,000 men is being scattered along various Great Wall Passes carrying with them heavy machine guns and field-pieces devoting to the practise of mountain warfare with Nantienmen as the imaginary objective of attack. The Japanese troops stationed on the border of Charhar, according to the information, have made a further advance thereby causing fresh anxiety as to the intention of their movement. (Gheki Agency).

CHINESE JUDGES

On High Court Bench

(Special Air-Mail Service)

London, July 27.

Mr. Tain Tsen, the Vice-President of the Judicial Yuan of China, with two other Chinese, visited the Court of Appeal yesterday and occupied seats on the bench with the Master of the Rolls and Lords Justices Romer and Maugham.

The Master of the Rolls introduced the distinguished visitors to the Lords Justices and counsel in court, explaining that Mr. Tain Tsen held a position which was analogous to that of Lord Chancellor or Deputy Lord Chancellor, and presided on appeals, and was responsible for the administrative work in the operation of justice. "I am quite sure," said the Master of the Rolls, "that Bench and Bar will welcome and be honoured by his presence here to-day."

There was much bowing as Mr. Tain Tsen and his companions took their seats. They also paid a visit to the Lord Chief Justice's Court, where Lord Hewart was presiding.



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29th Aug. ... M.V. "ANNA MAERSK" ... 21st Sept.

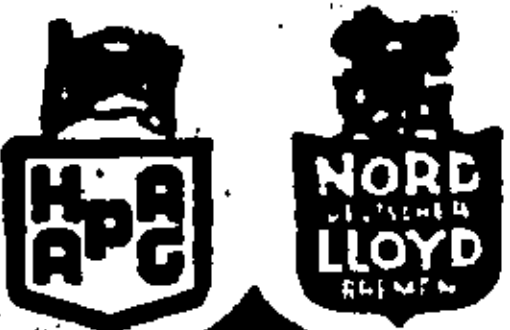
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* (HAL) s.s. "BURGENLAND" for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya. 30th Aug.

(NDL) s.s. "ISAR" for Shanghai, Taku, Dairen, Tsingtau, Yokohama, Kobe. 6th Sept.

* (NDL) s.s. "COBLENZ" for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe. 21st Sept.

HOMeward SAILINGS

(HAL) s.s. "NORDMARK" for Genoa, Marseilles, R'dam, Hamburg. 22nd Aug.

* (NDL) s.s. "ALSTER" for Genoa, Marseilles, Oran, R'dam, Hamburg, Bremen. 26th Aug.

* (HAL) s.s. "LEVERKUSEN" for Genoa, Barcelona, R'dam, Hamburg. 1st Sept.

(NDL) s.s. "DONAU" for Marseilles, Oran, Rotterdam, Hamburg, Bremen. 9th Sept.

* (NDL) s.s. "FULDA" for Genoa, Barcelona, Lisbon, Dover, Adam, R'dam, Hamburg, Bremen. 23rd Sept.

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TO BATAVIA DIRECT
S.S. "TJISARA" 14th Aug., 11 a.m.
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S.S. "TJIBADAK" 21st Aug., 11 a.m.

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FIRST RAILWAY DIVIDENDS

L.M.S. Interim Distributions

(Special Air Mail Service)

London, July 28.

The first of the home railway interim dividend statements—those of the London Midland and Scottish and the Southern companies—were issued yesterday. As expected, the L.M.S. is paying dividends of 1½ per cent. on the Four per Cent. First Preference stock and of 1½ per cent. on the Five per Cent. Redeemable Preference stock (1955); a year ago the respective payments were 1 per cent. and 1½ per cent. No interim dividend is declared on the Four per Cent. Preference stock (1923) or the Ordinary stock. On the other hand, the decision of the board of the Southern Railway once again to pay no interim dividend on the Preferred Ordinary stock came as a disappointment to the market, and a sharp fall took place in the stock.

The Southern had an increased revenue of £230,000, but expenses, mostly wages and salaries, absorbed £190,000 of this, leaving the net revenue only £90,000 higher on the half-year. In these circumstances, and in view of other unsettled questions, the board has prudently decided to leave the question of a dividend on its Preferred Ordinary stock until the end of the year. In the matter of the ratio of expenses to receipts the Southern compares favourably with the other lines.

£2,500 FOR SCOTTISH PLAYING FIELDS

Cause Of National Importance

(Special Air-Mail Service)

Glasgow, July 28.

The results of the first Playing Fields Day, which was held in April, were announced yesterday at a council meeting of the committee at the headquarters of the National Playing Fields Association, London.

In England and Wales no less a sum than £15,000 was collected and the preliminary figures received from the Scottish Committee showed that £2,500 had been raised in Scotland.

After allowing for the cost of the emblems and all expenses there remained £11,865 for England and Wales, and an estimated figure of £2,500 in Scotland.

The Duke of York, president of the Association, was to have presided, but sent a message in which it was stated that he regretted that owing to his poisoned hand he would be unable to do so.

The message, which was read by Sir Arthur Crossfield, deputy chairman of the Association, went on: "His Royal Highness is very pleased to learn of the excellent results which have been achieved. He welcomes the decision of the annual general meeting of the Association to celebrate the day annually, as His Royal Highness considers the movement not only urgent but also one of national importance."

CHILD HEIRESS TO £1,000,000

Guardianship Suit By Mrs. G. Vanderbilt

(Special Air-Mail Service)

London, July 28.

Miss Gloria Vanderbilt, who is ten years of age and the youngest member of the famous family, and is heiress to a fortune of nearly £1,000,000, will be the central figure of a legal battle that is due to begin in the New York courts to-morrow.

Members of well-known families, represented by a great array of counsel, will appear before Mr. Foley, the Surrogate, to hear an application filed for the guardianship of her daughter Gloria, by Mrs. Gloria Vanderbilt, widow of Mr. Reginald Vanderbilt.

Mr. Vanderbilt disappeared at sea in 1925, but at that time his widow, being under age, was legally incapable to become the child's guardian. The proceedings in her present suit are liable, however, to be complicated by writs of intervention filed by Mrs. Harry Palmer Whitney, the child's aunt, and Mrs. Morgan, the grandmother.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Aug. 9.	Aug. 11
Amsterdam	12.10 Florins	7.44	7.43
Athens	375 Drachmas	525 S.	525 S.
Belgrade	275,316 Dinars	221	221
Berlin	20.40 Marks	12.89	12.87
Bombay	1s. 6d. per Rupee	1/6 1/16	1/6 1/16
Brussels	36 Belgas	21.43	21.42
Bucharest	813,568 Lei	603	593
Buenos Aires	47,584 per Peso	364 S.O.	364 S.O.
Copenhagen	18.195 Kroner	22.39	22.39
Geneva	20.294 Francs	15.42	15.41
Helsinki	193.23 Marks	22.6	22.6
Hongkong	110 Escudos	1/6 1/16	1/6 1/16
Lisbon	20.294 Pesetas	110	110
Madrid	20.294 Pesetas	36 13/16	36 13/16
Milan	92.46 Lire	58	58
Montevideo	50.86d. per Peso	384 S.O.	384 S.O.
Montréal	4.867 Dollars	4.95	4.95
New York	4.967 Dollars	5.07	5.09
Oslo	18.195 Kroner	19.90	19.90
Paris	194.21 Francs	76 11/32	76 11/32
Prague	104.25 Kronen	121 3/16	121 3/16
Rio de Janeiro	28.50d. per Gold Milreis	44 S.O.	44 S.O.
Shanghai	1/4	1/4	1/4
Stockholm	18.195 Kroner	19.39	19.39
Vienna	34.56 Schillings	27	27
Yokohama	24.56d. per Yen	1/24	1/24
Silver (spot)	—	21 9/16	21 9/16
Silver (forward)	—	21 7/16	21 7/16
War Loan	—	—	—

Closing Quotations

August 13, 1934.	On New York:
On London:—	Bank Bills, on demand 36
Telegraphic Transfer... 1/6	Credit, 60 days' sight... 3
Bank Bills, on demand... 1/6	On demand... 56
Bank Bills, 4 months' sight... 1/6	On demand... 56
Credit, four months' sight... 1/6	On demand... 56
On Shanghai:—	On demand... 56
On demand... 106	On demand... 56
On Singapore:—	On demand... 56
On demand... 56	On demand... 56
On Japan:—	On demand... 56
On demand... 137	On demand... 56
On India:—	On demand... 56
Telegraphic Transfer... 100	On demand... 56
Bank, on demand... 100	On demand... 56

SCOTS AIRPORT

'Plane Race For Dyce Event

(Special Air Mail Service)

London, July 28.

A big step in the progress of civil aviation in the North of Scotland will be made to-morrow when Aberdeen's airport will be officially opened.

Situated at Dyce—seven miles from the centre of the town—it is an ideal site, embracing altogether 130 acres, which makes it the largest aerodrome in Scotland and two-thirds of the size of Croydon's airport.

The Air Ministry have watched with interest this new stage in the advance of flying in this part of Scotland, and have licensed the port for private flying, for air-liners, and for the teaching of flying.

Well-Known Airmen

For the enterprise which has resulted in Aberdeen's airport materialising credit is due largely to two well-known airmen, Mr. Gaudar Dower and Captain A. C. S. Irwin, who are joint freeholders of the aerodrome site.

Viscount Arbuthnot will perform the opening ceremony, and Lady Arbuthnot is to present the prizes for the competitions to be held.

A feature of the afternoon will be a 20-mile race on Schneider Trophy lines. Three pylons have been erected and a circuit of these will make a lap of approximately six miles. All types of planes are entering, the race being carried through on handicap lines.

Another big attraction will be the display of formation flying by a fleet of R.A.F. aeroplanes from Leuchars Aerodrome.

JAPANESE POLICY

(Special Air Mail Service)

London, July 28.

The statement of policy made yesterday by Admiral Okada, the new Japanese Prime Minister, follows the lines generally anticipated, and reflects the dominance which the Army and Navy exercise over the country's relations with the outside world. Keeping in mind the reception accorded to the recent statement of the Foreign Office spokesman on Japan's attitude to China, it is unlikely that Tokyo will adopt too aggressive a tone in the immediate future, but Japan's aspirations as a great Power cannot indefinitely be repressed. The new Govern-

ment also promises financial and economic reforms at home. Domestic prosperity is essential if Japan is to maintain her new place in the world.

POLITICS AT THE NAVAL CONFERENCE

(Special Air-Mail Service)

London, July 28.

According to a Reuter message from Tokyo, that now historic person the "Spokesman" of the Japanese Foreign Office has announced that the British, United States, and Japanese Governments have all three agreed not to raise political questions at next year's Naval Conference.

That way of putting it is a good example of the "Spokesman's" fine touch. The Japanese Government may not want political questions introduced, but the "Spokesman" is not justified in insinuating, as he does, that the three Governments have agreed, as a positive fact, to exclude political questions from the Conference, because the British Government (and the same is true of the United States Government) have done nothing of the sort.

Sir John Simon said a week ago in reply to a question in the House of Commons that so far as he knew it was not intended to discuss other than naval questions at the Conference—a very different thing from agreeing to shut out political matters. Besides, the Japanese "Spokesman" is not unaware that France and Italy have some concern with next year's Conference and that it would be something of a break with Western diplomatic usage for three out of five Powers engaged in a conference to come to an agreement behind the backs of the two others.

ment also promises financial and economic reforms at home. Domestic prosperity is essential if Japan is to maintain her new place in the world.

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Pres. Coolidge... Sept. 8, Noon	Pres. Jefferson... Sept. 1, 8 a.m.
Pres. Pierce... Sept. 15, Midnight	Pres. Jackson... Sept. 15, 8 a.m.
Pres. Hoover... Oct. 6, Noon	Pres. McKinley... Sept. 28, Midnight
Pres. Wilson... Oct. 23, Midnight	Pres. Grant... Oct. 19, Midnight

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Pres. Adams... Sept. 1, 8 a.m.	Pres. Taft... Aug. 21, 6 p.m.
Pres. Harrison... Sept. 15, 8 a.m.	Pres. Jefferson... Aug. 23, 6 p.m.
Pres. Hayes... Sept. 29, 8 a.m.	Pres. Coolidge... Aug. 30, 9 p.m.
Pres. Johnson... Oct. 13, 8 a.m.	

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are hereby notified that their cargo will be discharged into H.K. Wharf Kowloon, where it will be at the disposal of the consignees at 10 a.m. on the 14th inst.

The cargo will be ready for delivery from Godown on and after 14th Aug.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th Sept. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

13th August, 1934. [2772]

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

S.S. "ATHOS II."

ARRIVED HONG KONG on SUNDAY, 12th AUG., 1934.

From MARSEILLES, etc.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be claimed as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Wednesday, 22nd August, 1934, at 10.45 a.m. or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Friday, the 17th Aug., 1934.

Consignees must have a Revenue Officer in attendance when damaged articles are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL Agent.

Hong Kong, 12th Aug., 1934. [2770]

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THE HONG KONG, DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 53, FLEET STREET, E.C. 4, Tel. 3137, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Aug. 1934, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Aug., 1934, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged articles are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Aug. 1934, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance will be effected.

Goods in Godown & Co., Ltd., Agents.

Hong Kong, 7th Aug., 1934. [2769]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"LUCHOW"	On 14th Aug. 4 p.m.
AMOI & SHANGHAI	"TSINAN"	On 15th Aug. 5 p.m.
HONGKONG, PAKHOI & HAIKOW	"YOKHOU"	On 17th Aug. 3 p.m.
HONGKONG & BANGKOK	"KAYING"	On 17th Aug. 3 p.m.
SWATOW, AMOI & SHANGHAI	"KINGCHOW"	On 17th Aug. 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 19th Aug. 3 p.m.
FOOCHOW, SHANGHAI	"KWEIYANG"	On 19th Aug. 4 p.m.
DAIRIN & NEWCHOW	"TEAN"	On 19th Aug. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 21st Aug. 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 22nd Aug. 5 p.m.
SWATOW, AMOI & SHANGHAI	"KWANGTUNG"	On 24th Aug. 4 p.m.
HONGKONG & SINGAPORE	"KINGYUAN"	On 25th Aug. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 26th Aug. 3 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 26th Aug. 4 p.m.
FOOCHOW, SHANGHAI	"DAIRIN & NEWCHOW"	On 28th Aug. 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 27th Aug. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 29th Aug. 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 29th Aug. 5 p.m.
FOOCHOW, SHANGHAI	"DAIRIN & NEWCHOW"	On 2nd Sept. 5 p.m.

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(Australasian Newspaper on file)

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTIE	In Port	21 Aug.	24 Aug.	9 Sept.
TAIPING	11 Sept.	18 Sept.	21 Sept.	7 Oct.
CHANGTIE	19 Oct.	19 Oct.	22 Oct.	7 Nov.
TAIPING	9 Nov.	16 Nov.	18 Nov.	3 Dec.

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The M.S. "DANMARK" on or about 25th August 1934. For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, AND OTHER SCANDINAVIAN & BALTIC PORTS.

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTIE	In Port	21 Aug.	24 Aug.	9 Sept.
TAIPING	11 Sept.	18 Sept.	21 Sept.	7 Oct.
CHANGTIE	19 Oct.	19 Oct.	22 Oct.	7 Nov.
TAIPING	9 Nov.	16 Nov.	18 Nov.	3 Dec.

Optional Bills of Lading issued to United Kingdom Ports. All vessels have excellent passenger accommodation (1st class only). Passenger fares Hong Kong/Europe £35 to £80.

HONG KONG/BANGKOK SERVICE maintained by the Fast Motor Vessels. M.S. "BINTANG" M.S. "MUINAM" m.s. "Muinam" leaving for Bangkok via Swatow on or about 17th AUG., due Bangkok on or about 23rd AUG.

For further particulars, please apply to: JOH. MANNERS & CO., LTD. Agents. Telephone 24071. 10, WING LEE BUILDING.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO HALIFAX (NOVA SCOTIA CANADA), BOSTON AND NEW YORK

CALLING AT NAPLES

M.V. "SILVERWALNUT" ... Sept. 4th
M.V. "SIAMESE PRINCE" ... Sept. 18th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

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(Incorporated in Great Britain.)

Telephone: 23165.

King's Building.

Telegram: Furprin.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.
S.S. "HAINING" on TUESDAY, 14th AUG., 4 P.M.
S.S. "HAIYANG" on FRIDAY, 17th AUG., 3 P.M.
S.S. "HAICHING" on TUESDAY, 21st AUG., 3 P.M.

Subject to alteration without notice.

Arrivals and Departures from the Company's Wharf (Near Blake Pier). ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the reduced rate of \$100.00 including meals while the steamer is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO., LTD.

Telephone 28037 and 28038

General Managers.

P. & O. Building

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.
Hai Ning, Douglas, August 14.
Teian, B. & S., August 15.
Hai Yang, Douglas, August 17.
Klung Chow, B. & S., August 17.
Kut Sang, Jardine's, August 17.
Hai Ching, Douglas, August 21.
Tai Yuan, B. & S., August 22.
Kwang Tung, B. & S., August 23.
Sirdhana, B.I. (Apar), August 24.
Ho Sang, Jardine's, August 31.

Shanghai.
Hang Sang, Jardine's, August 23.
Dahly.
Bochum, Jensen's, August 16.
Hector, B. & S., August 17.
Teian, B. & S., August 19.
Fulda, Melcher's, August 24.
Hupoh, B. & S., August 25.
Burgeland, Jensen's, August 30.
Isar, Melcher's, September 6.
Atrous, B. & S., September 17.
Aeneas, B. & S., September 18.

Foochow.
Hai Ning, Douglas, August 14.
Teian, B. & S., August 15.
Hai Yang, Douglas, August 17.
Klung Chow, B. & S., August 17.
Kut Sang, Jardine's, August 21.
Hang Sang, Jardine's, August 23.
Hupoh, B. & S., August 25.

JAPAN (Direct).
Kut Sang, Jardine's, August 17.
Tathlybus, B. & S., August 23.
Ho Sang, Jardine's, August 31.
Tyndarus, B. & S., September 13.

Keelung.
Asuka Maru, N.Y.K., August 14.
Newchwang.
Teian, B. & S., August 19.
Hupoh, B. & S., August 25.

Osaka.
Burdwan, P. & O., August 18.
Lycoson, B. & S., August 26.
Diomed, B. & S., September 10.

Shanghai and Japan.
Asuka Maru, N.Y.K., August 14.
Maron, B. & S., August 14.
Tatsuta Maru, N.Y.K., August 15.
Bochum, Jensen's, August 16.
Tourane, Thoresen's, August 18.
Hector, B. & S., August 17.
Canton, Gilman's, August 18.
Pres. Grant, A. M. Line's, August 18.
Delhi, Gilman's, August 21.
Canton, Gilman's, August 22.
Mantua, P. & O., August 23.
Aramis, Messageries, August 24.
Emp. of Canada, C.P.S., August 24.
Fulda, Melcher's, August 24.
Sirdhana, B.I. (Apar), August 24.
Trianon, Thoresen's, August 24.
Niel Maersk, Jensen's, August 27.
City of Lille, Bank Line, August 28.
Anna Maersk, Jensen's, August 29.
Pres. Taft, Dollar's, August 29.
Burgeland, Jensen's, August 30.
Menechtheus, B. & S., August 31.
Pres. Jefferson, A. M. Line, Sept. 1.
Asama Maru, N.Y.K., September 4.
Isar, Melcher's, September 6.
Emp. of Russia, C.P.S., Sept. 7.
Siam, Manners', September 7.
Pres. Coolidge, Dollar's, September 8.
Andre Lebon, Messageries, Sept. 9.
Diomed, B. & S., September 10.
Phenias, B. & S., September 11.
Atrous, B. & S., September 17.
Aeneas, B. & S., September 18.
Emp. of Japan, C.P.S., September 21.

Shanghai and Japan.
Lu Chow, B. & S., August 14.
Sandvikens, Jardine's, August 15.
Teian, B. & S., August 15.
Klung Chow, B. & S., August 17.
Hector, B. & S., August 17.
Chak Sang, Jardine's, August 19.
Shan Tung, B. & S., August 19.
Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
Hupoh, B. & S., August 25.
Sunning, B. & S., August 26.
Lycoson, B. & S., August 26.
Aeneas, B. & S., September 18.

Shanghai and Japan.
Lu Chow, B. & S., August 14.
Sandvikens, Jardine's, August 15.
Teian, B. & S., August 15.
Klung Chow, B. & S., August 17.
Hector, B. & S., August 17.
Chak Sang, Jardine's, August 19.
Shan Tung, B. & S., August 19.
Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
Hupoh, B. & S., August 25.
Sunning, B. & S., August 26.
Lycoson, B. & S., August 26.
Aeneas, B. & S., September 18.

Shanghai and Japan.
Lu Chow, B. & S., August 14.
Sandvikens, Jardine's, August 15.
Teian, B. & S., August 15.
Klung Chow, B. & S., August 17.
Hector, B. & S., August 17.
Chak Sang, Jardine's, August 19.
Shan Tung, B. & S., August 19.
Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
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Teian, B. & S., August 19.
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Tai Yuan, B. & S., August 21.
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Hupoh, B. & S., August 25.
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Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
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Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
Hupoh, B. & S., August 25.
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Chak Sang, Jardine's, August 19.
Shan Tung, B. & S., August 19.
Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
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Sunning, B. & S., August 26.
Lycoson, B. & S., August 26.
Aeneas, B. & S., September 18.

Shanghai and Japan.
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Sandvikens, Jardine's, August 15.
Teian, B. & S., August 15.
Klung Chow, B. & S., August 17.
Hector, B. & S., August 17.
Chak Sang, Jardine's, August 19.
Shan Tung, B. & S., August 19.
Teian, B. & S., August 19.
Sin Kiang, B. & S., August 21.
Tai Yuan, B. & S., August 21.
Kwang Tung, B. & S., August 24.
Hupoh, B. & S., August 25.
Sunning, B. & S., August 26.
Lycoson, B. & S., August 26.
Aeneas, B. & S., September 18.

EASTWARD

FROM HONG KONG TO N. AND SOUTH AMERICA

Batavia.
Asuka Maru, N.Y.K., August 14.
Tai Yang, Dodwell's, August 18.
Baltimore.
Niel Maersk, Jensen's, August 27.
Maron, B. & S., September 10.
Boston and New York.
Asuka Maru, N.Y.K., August 14.
Pres. Polk, Dollar's, August 18.
Tai Yang, Dodwell's, August 18.
Niel Maersk, Jensen's, August 27.
Pres. Taft, Dollar's, August 29.
Pres. Jefferson, A. M. Line, Sept. 1.
Silverwalnut, Furness, September 4.
Pres. Coolidge, Dollar's, September 8.
Maron, B. & S., September 10.

Calcutta.
Asuka Maru, N.Y.K., August 14.
Hankow.
Silverwalnut, Furness, September 4.
Hongkong.
Tai Yang, Dodwell's, August 18.
Kobe.
Tatsuta Maru, N.Y.K., August 15.
Emp. of Canada, C.P.S., August 24.
Pres. Taft, Dollar's, August 29.
Asama Maru, N.Y.K., September 4.
Pres. Coolidge, Dollar's, September 8.
Emp. of Japan, C.P.S., September 21.

Los Angeles.
Tatsuta Maru, N.Y.K., August 15.
Tai Yang, Dodwell's, August 18.
Niel Maersk, Jensen's, August 27.
Pleasantville, Bank Line, August 27.
Pres. Taft, Dollar's, August 29.
Asama Maru, N.Y.K., September 4.
Pres. Coolidge, Dollar's, September 8.
Manila.
Tatsuta Maru, N.Y.K., August 15.
Tai Yang, Dodwell's, August 18.
Niel Maersk, Jensen's, August 27.
Pleasantville, Bank Line, August 27.
Pres. Taft, Dollar's, August 29.
Asama Maru, N.Y.K., September 4.
Pres. Coolidge, Dollar's, September 8.

Panama.
Asuka Maru, N.Y.K., August 14.
Tai Yang, Dodwell's, August 18.
Niel Maersk, Jensen's, August 27.
Philadelphia.
Niel Maersk, Jensen's, August 27.
Maron, B. & S., September 10.
Puerto Rico.
Pleasantville, Bank Line, August 27.
San Francisco.
Asuka Maru, N.Y.K., August 14.
Tatsuta Maru, N.Y.K., August 15.
Tai Yang, Dodwell's, August 18.
Pleasantville, Bank Line, August 27.
Pres. Taft, Dollar's, August 29.
Asama Maru, N.Y.K., September 4.
Pres. Coolidge, Dollar's, September 8.

Seattle.
Pres. Grant, A. M. Line's, August 18.
Tathlybus, B. & S., August 23.
Pres. Jefferson, A. M. Line, Sept. 1.
Tyndarus, B. & S., September 13.
Vancouver, B.C.
Tathlybus, B. & S., August 23.
Emp. of Canada, C.P.S., August 24.
Emp. of Russia, C.P.S., Sept. 7.
Tyndarus, B. & S., September 13.
Emp. of Japan, C.P.S., September 21.

Victoria, B.C.
Pres. Grant, A. M. Line's, August 18.
Tathlybus, B. & S., August 23.
Emp. of Canada, C.P.S., August 24.
Pres. Jefferson, A. M. Line, Sept. 1.
Emp. of Russia, C.P.S., Sept. 7.
Tyndarus, B. & S., September 13.
Emp. of Japan, C.P.S., September 21.

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West.
Memnon, B. & S., August 15.
Changie, B. & S., August 21.
Antenor, B. & S., August 29.
Ajax, B. & S., September 12.

Batavia.
Tjibadak, J. C. J. Line, August 21.
Bangkok.
Hellas, Thoresen's, August 14.
Kaying, B. & S., August 17.
Muniam, Manners', August 17.
Kwei Yang, B. & S., August 19.
Hellas, Thoresen's, August 21.
Kiang Su, B. & S., August 26.
Hiram, Thoresen's, August 28.

Batavia.
Tjibadak, J. C. J. Line, August 14.
Memnon, B. & S., August 15.
Antenor, B. & S., August 29.
Ajax, B. & S., September 12.

Brisbane.
Changie, B. & S., August 21.
Tanda, E. & A. S.S. Co., Sept. 1.
Bremerhaven.
Memnon, B. & S., August 15.
Calcutta.
Changie, B. & S., August 21.

Berby.
Memnon, B. & S., August 15.
Antenor, B. & S., August 29.
Freemantle.
Memnon, B. & S., August 15.
Antenor, B. & S., August 29.
Ajax, B. & S., September 12.

Halong.
Yo Chow, B. & S., August 17.
Hankow.
Silverwalnut, Furness, September 4.
Hobart.
Tanda, E. & A. S.S. Co., Sept. 1.

Hongkong.
Kaying, B. & S., August 17.
Yo Chow, B. & S., August 17.
Java.
Tjibadak, J. C. J. Line, August 21.

Kobe.
Tjibadak, J. C. J. Line, August 21.
Emp. of Canada, C.P.S., August 17.
Pres. Polk, Dollar's, August 18.
Changie, B. & S., August 21.
Pres. Taft, Dollar's, August 21.
Tjibadak, J. C. J. Line, August 21.
Pres. Jefferson, A. M. Line, August 25.
Memnon, B. & S., August 23.
Emp. of Russia, C.P.S., August 30.
Pres. Coolidge, Dollar's, August 30.
Pres. Adams, Dollar's, September 1.

Tanda, E. & A. S.S. Co., Sept. 1.
Silverwalnut, Furness, September 4.
Maron, B. & S., September 10.
Emp. of Japan, C.P.S., September 14.

Melbourne.
Changie, B. & S., August 21.
Tanda, E. & A. S.S. Co., Sept. 1.
Pakhoi.
Yo Chow, B. & S., August 17.

Sabaul.
Bremerhaven, Melcher's, August 29.
Tanda, E. & A. S.S. Co., Sept. 1.
Salgar.
D'Artagnan, Messageries, August 14.
Athos II, Messageries, August 28.

Seacra.
Memnon, B. & S., August 15.
Tjibadak, J. C. J. Line, August 21.
Antenor, B. & S., August 29.
Ajax, B. & S., September 12.

South Sea Islands.
Tjibadak, J. C. J. Line, August 21.
Bremerhaven, Melcher's, August 29.

Sydney.
Changie, B. & S., August 21.
Thursday Island.
Changie, B. & S., August 21.

Townsville.
Changie, B. & S., August 21.
Tulagi.
Bremerhaven, Melcher's, August 29.

WESTWARD
FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.
D'Artagnan, Messageries, August 14.
Memnon, B. & S., August 15.
Burdwan, P. & O., August 18.
Ranpura, P. & O., August 25.
Antenor, B. & S., August 29.
Corfu, P. & O., September 8.
Ajax, B. & S., September 12.

Alexandria.
Pres. Polk, Dollar's, August 18.
Pres. Adams, Dollar's, September 1.

Alicante.
Trianon, Thoresen's, August 24.

Antwerp.
Burdwan, P. & O., August 18.
Trianon, Thoresen's, August 24.

Batavia.
Trianon, Thoresen's, August 24.

Bombay.
Col di Lana, Lloyd Triestino, Aug. 14.
Jeyapore, P. & O., August 16.
Pres. Polk, Dollar's, August 18.
Burdwan, P. & O., August 18.
Ranpura, P. & O., August 25.
Mir

CANADIAN PACIFIC



EMPEROR OF CANADA

Sails

FRIDAY, 6 P.M.

August 17

for

MANILA

SPECIAL

SUMMER

FARES

WORLD'S GREATEST TRAVEL SYSTEM



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TATSUTA MARU ... Wednesday, 15th Aug. at 10 a.m.
ASAMA MARU ... Tuesday, 14th Sept.
TAIYO MARU ... Sunday, 16th Sept.

SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Saturday, 1st Sept.
HIYE MARU ... (Starts from Kobe) Monday, 17th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

HAKEONE MARU ... Saturday, 18th Aug.
SUWA MARU ... Saturday, 1st Sept.
FUSHIMI MARU ... Saturday, 15th Sept.

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 25th Aug.
ATSUTA MARU ... Saturday, 2nd Sept.

BOMBAY via Singapore, Penang and Colombo.

↑ TOKIWA MARU ... Tuesday, 28th Aug.
↑ TOYAMA MARU ... Tuesday, 11th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los

Angeles, Mexico and Panama.

BAKUO MARU ... Saturday, 12th Sept.

NEW YORK via Panama.

↑ ASUKA MARU ... Tuesday, 14th Aug.
↑ NAGARA MARU ... Tuesday, 14th Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

↑ DELAGOA MARU ... Wednesday, 15th Aug.

CALCUTTA via Singapore, Penang and Rangoon.

↑ HAKODATE MARU ... Wednesday, 15th Aug.
↑ GENOA MARU ... Wednesday, 29th Aug.
↑ CALOUIA MARU ... Saturday, 2nd Sept.

SHANGHAI KOBE & YOKOHAMA.

↑ ATSUTA MARU (Nagasaki direct) Thursday, 16th Aug. Midnight

↑ HAKODATE MARU ... Friday, 17th Aug.

↑ TERUKUNI MARU ... Wednesday, 29th Aug.

↑ Cargo only.

Tel. 30291



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

To SHANGHAI - KOBE.

D'ARTAGNAN ... 14th Aug.

ATHOS II ... 24th Aug.

ATHOS II ... 24th Aug.

ATHOS II ... 24th Aug.

ATHOS II ... 24th Aug.

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ATHOS II ... 24th Aug.

ATHOS II ... 24th Aug.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 2,600 TONS;
THROUGH CARGO
10,900 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony, during the 24 hours ended at 9 a.m. yesterday were:

	Cargo for H.K.	Through Ports
British Philoctetes, Singapore	780	2,397
Soochow, Swatow	80	185
Dutch Tjisaraea, Amoy	980	688
Japanese Ginyo Maru, Shanghai	329	6,866
Chinese Cheung On, Shanmei	15	—
Shun Lee, Tsingtao	455	1,050
Total	2,637	10,946

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Philoctetes (Br.), Singapore	176
Soochow (Br.), Swatow	110
Tjisaraea (Dut.), Amoy	128
Ginyo Maru (Jap.), Shanghai	30
Cheung On (Ch.), Shanmei	46
Total	490

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	2	4
Dutch	1	0
French	0	1
Norwegian	0	2
Japanese	1	3
Chinese	2	1
Total	6	11

SHIPS IN HARBOUR

WHARVES

Kowloon: Col Di Lana, Ginyo Maru.

Holt's: Changite, Philoctetes.

China Merchants: Yuan On.

Osaka Shosen Kaisha: Canton Maru.

Douglas Laprak: Hai Ning.

POCKES

Kowloon: Hannab Moller, Kwai Sang, Amalthus, Chian Lee, Hai Ning.

Talkoo: H.M.S. Osiris, H.M.S. Proteus, Wing Lee, Rhexenor.

Tatsuta Maru.

BUOYS

No. A1—Asuka Maru.

No. A3—Tillnola.

No. A5—Mulinam.

No. A10—Michael Jensen.

No. A11—Shun Chong.

ARRIVALS

13TH AUGUST.

Ward, American str., 3,822 tons, Captain T. F. Evans from Manila. Stonecutters—States & Co.

Tai Lee, Chinese str., 1,044 tons, Captain H. Maki, from Dairen, buoy No. B12—Yee Chui Hing.

Tainan, British str., 2,100 tons, Captain O. H. Jones, from Amoy, buoy No. B20—Butterfield & Swire.

Chile, Danish str., 4,433 tons, Captain H. S. Hansen, from Shanghai, buoy No. A2—John Manners & Co.

R. C. Rickmers, German str., 3,192 tons, Captain Harff, from Manila, Kowloon Wharf—Wm. Meyerink & Co.

Saxicava, British str., 3,383 tons, Captain D. T. Kiddle, from Yokohama, Kowloon Dock—A. P. C.

12TH AUGUST.

Shun Lee, Chinese str., 970 tons, Captain K. Sano, from Tsingtao, buoy No. B9—Yee Tai Hing.

Ginyo Maru, Japanese str., 6,128 tons, Captain Y. Moroki, from Shanghai, Kowloon Wharf—N. Y. K.

Tjisaraea, Dutch str., 4,394 tons, Captain J. Naerebout, from Amoy, buoy No. A12—J. C. J. Line.

No. A12—Tjisaraea.

No. A16—Barge.

No. B3—Kwei Yang.

No. B4—Prosper.

No. B5—Akabara.

No. B8—Hop Sang.

No. B9—Shun Lee.

No. B10—Lyceomoon.

No. B11—G. G. Paul Doumer.

No. B14—Soochow.

No. B17—Hellas.

No. B18—Kronviken.

No. B21—Kaying.

No. C5—Himeji Maru.

SHIPPING MOVEMENTS

Messrs. Mackinnon, Mackenzie & Co., Agents for the B.L.S.N. Co., Ltd., advise that the s.s. Santhia will leave Amoy for this Port on the 15th instant and is due here on the 16th. She will leave for Singapore, Penang, Rangoon and Calcutta on or about Saturday, 18th August at 3 p.m.

The Canadian Pacific S.S. Ltd. advise that the R.M.S. Empress of Asia arrived at Shanghai on the 12th August (Sunday) at 1 p.m. left Shanghai on the same day at 10 p.m., is due at Nagasaki on the 14th August (Tuesday) at 6 a.m., leaves Nagasaki on the same day at 3 p.m., Kobe on the 16th August (Thursday) at 3 p.m., and Yokohama on the 18th August (Saturday) at 3 p.m.

The Canadian Pacific S.S. Ltd. advise that the R.M.S. Empress of Canada arrived at Kobe on the 12th August (Sunday) at 11 a.m., left Kobe on the 12th August (Sunday) at 6 p.m., is due at Shanghai on the 14th August (Tuesday) at 2.30 p.m., and leaves Shanghai for Hong Kong on the 15th August (Wednesday) at 11.30 a.m.

LLOYD'S REGISTER BOOK

In October next will occur the Centenary of the Re-constitution of Lloyd's Register of Shipping on its present basis. The Register Book just published by the Committee is, therefore, the 101st annual issue by the Society as now constituted. The new edition contains, as usual, very complete particulars of all sea-going merchant vessels of the world of 100 tons and upwards, and also of steel and iron vessels trading on the Great Lakes of North America, and of other vessels classed with the Society. It thus includes a detailed record of about 31,000 steamers, motorships, sailing vessels and non-propelled craft.

The impressive volumes comprise also many lists of great practical value to the shipping community, such as—Shipowners and Managers all over the world, with the names and tonnages of their respective vessels; Shipbuilders in all countries, with lists of iron and steel vessels built by them; detailed particulars of dry and wet docks, ports, harbours, etc., in each country; telegraphic and postal addresses of some 20,000 firms connected with shipping in all parts of the world; steamers and motorships of 10,000 tons and upwards, arranged according to nationality and gross tonnage; particulars of the speed of merchant vessels capable of 12 knots and upwards; particulars of dead weight and cubic capacities of cargo steamers and motorships; lists of vessels carrying oil in bulk; lists of vessels fitted with refrigerating appliances etc.; and others.

The Section of the Book in which the public is probably generally most interested is that containing the Statistical Tables, which give extensive and precise information respecting the various merchant fleets of the world.

The contents of the Tables will repay careful study, as they enable an accurate comparison to be made of the number, material description, size, age and type of vessels owned in the various countries. Special attention should be given to the notice at the beginning of the Section, which defines the bases upon which the figures have been compiled, and the following summary of an analysis of the Tables, and comparison with similar Tables issued by Lloyd's Register in previous years, is of considerable interest.

CLEARANCES

15TH AUGUST.

Yuan On, for Canton.

Soochow, for Canton.

Hai Hing, for Amoy.

On Chao, for K. C. Wan.

Hop Sang, for Swatow.

Ginyo Maru, for Singapore.

Chile, for Singapore.

Tainan, for Canton.

Messrs. Butterfield & Swire advise the following arrivals s.s. Memnon from Shanghai on the 15th instant, s.s. Hector from Singapore on the 15th instant, and s.s. Maron from Hilo on the 16th instant.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRAGUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"BURDWAN"	6,000	18th Aug.	Bombay, Maru, Havre, L'don, R'g. B'Am. A'warp. & Hull
"BANTORA"	17,000	25th Aug.	Bombay, Maru, Havre, L'don
"MIRZAPUR"	6,700	31st Aug.	Spore, Pang, Colombo & P'ny
"COBTU"	15,000	8th Sept.	Bombay, Maru, Havre, L'don
"SOMALI"	7,000	15th Sept.	Bombay, Maru, Havre, L'don, R'g. B'Am. A'warp. & Hull
"MANTUA"	11,000	22nd Sept.	Marseilles and London
"RAWALPINDI"	17,000	6th Oct.	Bombay, Maru, Havre, L'don
"BANGALORE"	6,000	13th Oct.	R'dam, A'warp. & Hull
"COMORIN"	18,000	20th Oct.	Bombay, Maru, Havre, L'don
"RAYPUTANA"	17,000	3rd Nov.	Bombay, Maru, Havre, L'don
"BHUTAN"	6,000	10th Nov.	Maru, Havre, L'don, R'g. B'Am. A'warp. & Hull
"CENTRAL"	15,000	17th Nov.	Marseilles and London
"BEHAB"	6,100	24th Nov.	Bombay, Maru, Havre, L'don
"CARTEAGE"	18,000	1st Dec.	Bombay, Maru, Havre, L'don
"BOUDAN"	7,000	8th Dec.	Bombay, Maru, Havre, L'don, R'g. B'Am. A'warp. & Hull

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHA"	8,000	18th Aug.	Singapore, Penang & Calcutta
"TALMA"	10,000	31st Aug.	do.
"SIRDHANA"	8,000	15th Sept.	do.

* Calls Rangoon. † Calls Port Swettenham.

B.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANBA"	2,000	1st Sept.	Manila, Balab, Brisbane, Sydney, Melbourne & Hobart
"NANKIN"	7,000	29th Sept.	do.
"NELLOR"	7,000	2nd Nov.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—12 days.

AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climbing to suit all. Your English Money is worth 50% more).

No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Burglar—Stewards.

E. & A. Cuisine and Services are unsurpassed.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

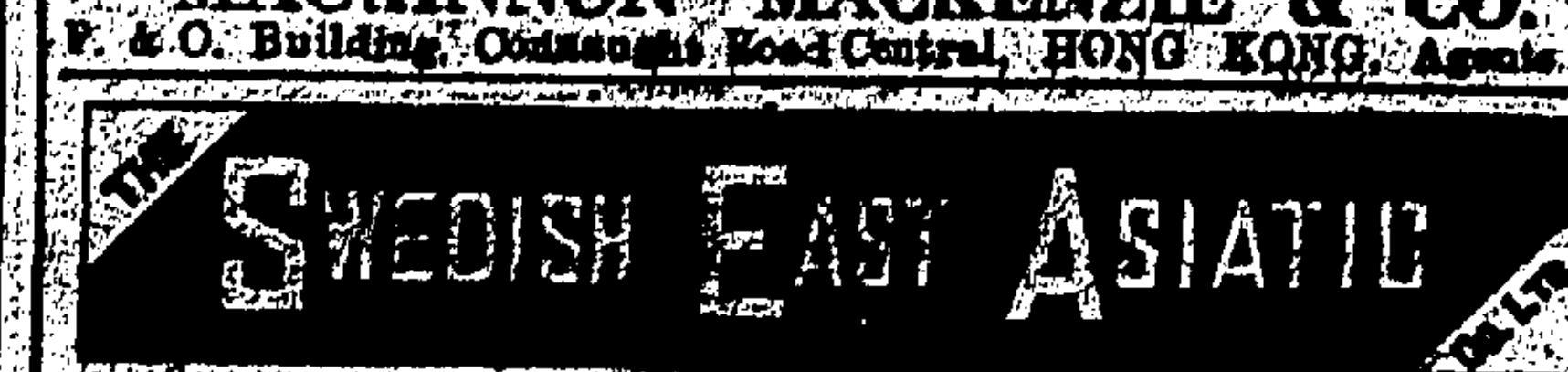
Steamship	Tons	From Hongkong (about)	Destination
"MANTUA"	11,000	22nd Aug.	Spore, Pang, Kobe & Y'hama
"SIRDHANA"	8,000	29th Aug.	Spore, Pang, Kobe & Y'hama
"NANKIN"	7,000	2nd Sept.	Spore, Pang, Kobe & Y'hama
"BANGALORE"	6,000	8th Sept.	Spore, Pang, Kobe & Y'hama
"RAWALPINDI"	17,000	15th Sept.	Spore, Pang, Kobe & Y'hama
"TALMA"	10,000	22nd Sept.	Spore, Pang, Kobe & Y'hama
"COMORIN"	18,000	29th Sept.	Spore, Pang, Kobe & Y'hama
"RAYPUTANA"	17,000	6th Oct.	Spore, Pang, Kobe & Y'hama
"BHUTAN"	6,000	13th Oct.	Spore, Pang, Kobe & Y'hama
"CENTRAL"	15,000	20th Oct.	Spore, Pang, Kobe & Y'hama
"BEHAB"	6,100	27th Oct.	Spore, Pang, Kobe & Y'hama
"CARTEAGE"	18,000	3rd Nov.	Spore, Pang, Kobe & Y'hama
"BOUDAN"	7,000	10th Nov.	Spore, Pang, Kobe & Y'hama

* Cargo only.

All dates are approximate and subject to alteration without notice. All Cabins are fitted with Electric Fans or Punks. Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Passengers measuring not more than 50 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For further information, Passenger Fares, Freight, Handbooks, etc., apply to the Agents.

MACKINNON MACKENZIE & CO.

P. & O. Building, Colonnade Road Central, HONG KONG. Agents.



SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

HOMEWARDS

To PORT SAID, MARSEILLES, ALGIERA, ORAN, ROTTERDAM (AMSTERDAM), BREMEN, HAMBURG, GOTHENBURG, AND OTHER SCANDINAVIAN PORTS.

via MANILA AND STRAITS SETTLEMENTS.

Steamship	Tons	From Hongkong (about)	Destination
M.V. "FORMOSA"	1,000	2nd Sept.	Spore, Pang, Kobe & Y'hama
M.V. "OANTON"	1,000	9th Sept.	Spore, Pang, Kobe & Y'hama
M.V. "DEBEL"	1,000	16th Sept.	Spore, Pang, Kobe & Y'hama
M.V. "OANTON"	1,000	23rd Sept.	Spore, Pang, Kobe & Y'hama
M.V. "SHANTUNG"	1,000	30th Sept.	Spore

IMPERIAL AIRWAYS VIA SINGAPORE
London, Amsterdam via Singapore
Saiton, Marseilles via Saigon

Correspondence for Europe and intermediate countries will be accepted for transmission by these Services. Rates and all particulars are shown in the schedules exhibited at the General Post Office and Kowloon Office. All letters etc., must be marked "By Air Mail" and handed in at the General Post Office and Kowloon Office. Unless superscribed for despatch by a specific air mail service, correspondence will be forwarded by the first service available.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

FROM	FR	JUS

CALCUTTA, STRAITS and AIR MAIL EX	Swingang	18th	Aug.
Amsterdam—Batavia Service	Hector	16th	Aug.
London parcels only—London, 14th July	Somalia	18th	Aug.
AMOT ..	Atsuta Maru	16th	Aug.
AMSTERDAM and MANILA	Emp. of Oceania	17th	Aug.
CALCUTTA, U.S.A., HONGKONG, JAPAN and	Hukou Maru	17th	Aug.
SHANGHAI (Vancouver B.C. 26th July)	Lima Maru	17th	Aug.
JAPAN and SHANGHAI	American	17th	Aug.
STRAITS	Tailfynne	17th	Aug.
SHANGHAI			
SHANGHAI			
U.S.A., HONGKONG, JAPAN and SHANG-			
HAI (San Francisco, 30th July)			
ENROUTE via NEGAPATAN (Letters and			
Papers) London, 18th July			
MANILA			
STRAITS			
U.S.A., HONGKONG, JAPAN and SHANG-			
HAI (San Francisco, 27th July)			
JAPAN and SHANGHAI			
STRAITS			
CALCUTTA and STRAITS			
KUWAIT via SUERZ (Letters and Papers)			
London, 26th July—and Parcels, 16th			
July			
JAPAN			
STRAITS			
	Swingang	18th	Aug.
	Hector	16th	Aug.
	Somalia	18th	Aug.
	Atsuta Maru	16th	Aug.
	Emp. of Oceania	17th	Aug.
	Hukou Maru	17th	Aug.
	Lima Maru	17th	Aug.
	American	17th	Aug.
	Tailfynne	17th	Aug.
	Free. Pola	17th	Aug.
	Hakozaki Maru	17th	Aug.
	Free. Grant	17th	Aug.
	Tottori Maru	5th	Aug.
	Free. Taft	5th	Aug.
	General Pershing	21st	Aug.
	Tokushima Maru	3rd	Aug.
	Siriphana	21st	Aug.
	Kanika	22nd	Aug.
	La Plata Maru	23rd	Aug.
	Bengal Maru	23rd	Aug.

FOR	FR	DATE and TIME
Batavia	Tysores ... Tysores ... (To connect with the ss "Houtman" at Batavia, leaving Batavia on 12nd Aug.) ...	Tuesday, 14th, 9.30 A. 9.30 A.
Reunion, Mauritius, Madagascar, Lourenco Marques and South Africa via Batavia		
Letters for "Saigon - Marseilles Air Mail Service" ...	D'Artagnan	K.P.O. Reg. 9.30 AM Let. 9.30 AM G.P.O. Reg. 10.00 AM Let. 10.30 AM Kowloon P.O. Reg. 10.00 AM Letters 11.00 AM G.P.O. Reg. 10.45 AM Letters 11.30 AM
Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt and EUROPE via Marseilles - due Marseilles, 15th September ...	D'Artagnan	G.G. Paul Doumer Hellas ... Phidoteas ... Batavia ... Lysemon ...
Port Bayard, Heibow, Pakhoi and Haiphong		1.00 P. 1.30 P. 1.30 P. 5.10 P. 5.20 P.
Bangkok via Swatow ...		
Hongkong		
Swatow, Amoy and Foochow ...		
Saigon		
Manila, Japan, Honolulu, U.S.A.		

<p>Francisco—due San Francisco, 17th Sept., and *EUROPE via Siberia</p>	<p>Wednesday, 15th Kooloon P.O. Reg. 1.00 P Letters 1.00 P G.P.O.</p>
<p>Malacca, Ceylon, India, Mauritius, East and South Africa, Egypt and EUROPE via Marseilles—due Marseilles, 14th September</p>	<p>Reg. 1.40 P Letters 2.30 P 2.30 P 2.30 P 4.30 P</p>
<p>Swatow ... Amoy ... Manila ...</p>	<p>Memnon ... Sandeshen ... Trinam ... Illinois ...</p>
<p>Japan and *EUROPE via Siberia</p>	<p>Thursday, 16th Reg. 5.00 P</p>
<p>Bangkok via Hoibow ... Hoibow, Pakhoi and *Haiphong ... Singapore ... Swatow, Amoy and Foochow ... Shanghai and Japan ... Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via Victoria B.C.—due Victoria B.C., 4th Sept., and *EUROPE via Siberia</p>	<p>Friday, 17th Reg. 1.00 P 1.00 P 1.00 P 2.00 P 2.00 P 3.30 P</p>
<p>Manila ... Manila ...</p>	<p>Hakosaki Maru ... Pres. Grant ... Emp. of Canada ... Pres. Folk ...</p>
<p>Letters for "Bandoeng—Amst.—terdam Air Mail Service"</p>	<p>Parcels 3.00 P Reg. 4.15 P Letters 5.00 P G.P.O.</p>
<p>Malacca, Ceylon, India, Mauritius, East and *South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 18th September</p>	<p>Hakone Maru ... Reg. 4.00 P Let. 4.30 P G.P.O.</p>
<p>Malacca, Ceylon, India, Mauritius, East and *South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 18th September</p>	<p>Reg. 4.30 P Let. 5.00 P Kooloon P.O. Reg. 4.50 P Letters 4.30 P G.P.O.</p>
<p>Malacca and Calcutta</p>	<p>Hakone Maru ... Reg. 5.00 P Letters 6.00 P</p>
<p>Swatow, Amoy and Formosa</p>	<p>Sunday, 19th Parcels Noon Letters 1.00 P</p>
<p>Bangkok via Swatow</p>	<p>Hosan Maru ... Tsu ... Koryang ...</p>
<p>Malacca and Calcutta ... Manila, Australia and New Zealand ... via Thursday Island—due Thursday Island, 1st September</p>	<p>Saturday, 18th Parcels Noon Letters 1.00 P Sunday, 19th Reg. 9.00 P 2.00 P 2.00 P</p>
<p>Malacca and Calcutta ... Manila, Australia and New Zealand ... via Thursday Island—due Thursday Island, 1st September</p>	<p>Monday, 20th Parcels 1.00 P Letters 2.00 P Pax, 20th, 5.00 P Reg. 21st, 5.45 P Let. 21st, 10.30 P</p>

* Superferrail correspondence only

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